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The Mercury.

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NEWPORT, R. I.

THE NEWPORT MERCURY was established in 1847, and is one of the oldest and largest newspapers in the state. It is published daily, except on Sundays and holidays, at 10 cents per copy. The office is located at 125 Thames street, and the subscription price is \$3.00 per annum in advance. The Mercury is a member of the New England Newspaper Association and the American Newspaper Guild.

Local Matters.

Historical Society Meeting.

There was a very large attendance at the annual mid-summer meeting of the Newport Historical Society at the Old State House on Monday afternoon, the gathering being a representative one including many members of the summer colony as well as local business and professional men and their families. Vice President Frank K. Georgia presided. At the business meeting, there were reports of officers and a few new members were elected.

The first speaker was Mr. John P. Sanborn, who sketched somewhat briefly the history of the Society from its small beginning to its present status, with a fine new fireproof building in course of construction. The principal speaker of the afternoon was Dr. Nicholas Murray Butler, president of Columbia University, who made a powerful address on the subject of "Patriotism." Dr. Butler is an eloquent and polished speaker, and he handled his subject in a very interesting way and from several different angles. He was followed with the closest attention, and at the close of his address was given a unanimous vote of thanks.

At the close of the meeting the audience was given an opportunity to look at some of the historic relics in the State House, and tea was served in the State Chamber. "Bricks" for the new building were sold by Miss Popple and Miss Simpson.

Fire Department to Parade.

The people of Newport will probably have an opportunity to see their new fire department in its entirety on September 1st. It is planned to have a parade on that day of all the pieces of apparatus and the men of the department in their new uniforms, so that all the citizens will have a chance to inspect them.

Power No. 4 is now ready for its final inspection, after having been completely overhauled by men from the factory. When this machine first arrived, it was found defective and an examination showed a poor gasket in the cooling system which had injured the cylinders. New cylinders were at once ordered and the machine was stripped down to install them. This has now been completed and the machine seems to be all right.

The chassis for the ladder trucks has arrived, and as soon as they are tested and accepted, the old horse-drawn trucks will go out of commission, and the equipment of the present machines being placed on the motor trucks.

All the motor equipment for the reorganization is now in Newport, and next week may see it distributed to the proper houses. At present things are considerably mixed up because of the transition stage, several of the companies being doubled up into one.

Mr. M. Powell Tazler, formerly of this city, was instantly killed by contact with a wire carrying a high tension current while working in a power house in Washington, D. C. He was a son of Mr. and Mrs. George W. Tazler who removed to Washington to reside some years ago. His remains were brought to this city for interment.

At the monthly meeting of the Board of Trade on Tuesday evening, the committee on plan to tax the stores doing a large summer business reported progress and stated that they hoped to be able to draw an ordinance to cover the matter in a short time. Further steps will be taken to secure an earlier date for the morning mail in Newport.

Miss Irene McKel, daughter of Mr. and Mrs. Andrew McKel, is recovering from an operation for appendicitis.

Immense Crowds at Beach.

As was predicted in the MERCURY last week, the crowd at the Beach on Sunday was a record-breaker. It was not only the largest of the present season, but was probably the largest in the history of the beach. The day was one of particular significance in the Roman Catholic Church, being the Assumption of the Virgin Mary, when the waters are supposed by many to possess peculiar virtues not found on any other day. This occasion always brings a large crowd to the beach, and as it fell on Sunday this year, and a hot clear day, the attendance was certainly phenomenal.

Early in the morning the demand for bathing houses and suits began at the beach, and within a short time all the houses were taken. For the rest of the day there were long lines of people awaiting their turn, and at times the ticket offices were closed because of the inability to supply the demand. In the morning hours, when the tide was high and the people were compressed into the narrow strip of sand and on the boardwalk, the crowd looked large, but it was nothing to what was seen a little later when the boats and cars began to discharge their great loads of human freight.

The transportation facilities of all the lines were taxed to the utmost. Both the Mount Hope and the Warwick came down from Providence in the morning with capacity loads, and the New Shoreham left about as many would-be passengers on the dock at Providence as she brought. There were several smaller steamers in with large loads soon after noon.

Both lines of suburban trolleys had all the business that they could handle, and then some. The Providence road had every car in service and the running boards were packed. The Fall River road ran four cars at a time and still found congestion. Naturally when all these passengers were turned over to the local trolley line there was still more difficulty. The Newport cars were absolutely unable to handle the traffic over a single line of track and thousands of people who wanted to ride were obliged to "hoof it" to the beach. The carriages and automobiles had a big day with all the business that they wished. As the crowds streamed in through the narrow entrance at the beach there was naturally much congestion there, and it took some time for all the people to get through. Once on the beach they spread out as much as possible and all the attractions on the boardwalk found plenty of patronage. The restaurant did a big business, and the lunch counter in the convention hall had a long waiting list throughout the day.

When it came time for the crowds to return home in the afternoon there were some interesting scenes. In front of the City Hall the incoming Fall River cars were besieged with frantic crowds that would not give the incoming passengers a chance to leave the cars. At Washington Square similar scenes were enacted, and at Commercial wharf there was a great pressure on the gates that gave admission to the boats there. It was late in the evening before the transportation companies began to feel any relief from the long struggle to handle the crowds.

Fatal Fire at Jamestown.

In a fire that caused only slight damage to the house, Mrs. Annie Ward was fatally burned at Jamestown early Tuesday morning. She was employed as a nurse in the family of Mrs. A. C. Richards who occupied rooms at the Allen cottage conducted by John M. Wiseman of this city.

Just what caused the fire is not known, but it is presumed that the maid was filling an alcohol lamp to heat milk for the 12-weeks baby of Mrs. Richards when an explosion occurred. At any rate Mrs. Richards was awakened by her screams and found her enveloped in flames, and the light furnishings of the room blazing furiously. She snatched the baby from the crib and hurried it to a place of safety. The house was filled with summer guests who were quickly aroused and they were obliged to quell the flames in the room before they could reach the maid. An alarm of fire was sounded and the Jamestown fire department quickly responded, with the result that the fire was soon extinguished.

The injured woman received medical treatment as quickly as possible, but from the severity of her burns it was realized that she could not live long, and she died in a few hours. She was brought from Washington by Mrs. Richards, and has no relative in this vicinity.

The fire was principally confined to the room in which it originated, and the monetary loss was small, probably not over \$100.

Mr. Henry C. Bacheller is considerably improved after his recent severe illness.

Two Drownings.

There have been two drownings in this vicinity during the past week, one in Portsmouth and the other in Jamestown. Both seem to have been unnecessary, and the Jamestown fatality was due to pure recklessness.

Hugh Frazer, a groom at Reginald C. Vanderbilt's "Sand Point Farm," was drowned while bathing on the beach near the farm on Sunday afternoon. A number of employees and their friends had been bathing and all came ashore with the exception of Frazer. In a few minutes he was seen to be in distress and although efforts were made to save him they were without avail and he went down for the last time within sight of his wife. His body was recovered in about two hours. He is survived by a widow and two children.

Adolphus Brown, colored, employed as a bellboy at the Hotel Thorndike in Jamestown, was drowned while bathing from a pier in that town on Monday. He jumped from the dock into deep water, and being unable to swim found himself helpless. A companion who went to his aid was seized by the struggling man and was nearly drawn under. Hans Madison of the tug Gaspee went to his aid and succeeded in getting him ashore where first aid was given and he appeared to be coming around all right. He was taken to Dr. Bates' Sanitarium for treatment, but had a sinking spell and died.

Dump Causes Trouble.

The Halsey street dump has been the scene of considerable trouble for the firemen in the past few days. It is the custom to burn the papers and light refuse that are carted there, and the flames have now penetrated under the large accumulation of rubbish, which has been burning for some weeks. Frequently the fire breaks out on the surface and sends out sparks which alarm the neighbors, who hurry to the nearest box and pull in an alarm. Last week there were two box alarms for this fire and this week there have been one box alarm and one still. There is little that can be done except to let the fire burn itself out, which it will do in time.

Tax Payers.

The tax books for the city of Newport which have been printed at the MERCURY OFFICE contain the names of 7234 tax payers. Of which number 2778 pay a tax on \$200 personal property. There are about one third more who pay a tax on \$300 personal making some 3600 persons or one-half the entire tax list who pay on three hundred or less of personal property. Probably most of that number would find it difficult to show even two hundred or three hundred dollars worth of personal property beyond that exempt from attachment.

The new wooden block pavement on Broadway performed some surprising stunts during the heated spell. A mound several feet in diameter was pushed up in front of the City Hall, and it had to be marked with a danger sign until the contractors could repair it. The pushing up of the blocks was caused by the expansion under the heat and moisture and was not unexpected, a wooden pavement requires some time as to adjust itself.

There has been quite a variety of weather during the past week. Monday was about as hot a day as any we have had for several years, and Tuesday gave promise of equaling it, but in the forenoon the weather man changed his mind and opened the December spigot by mistake, with the result that in the evening overcoats were found comfortable. A high northwest wind made it seem decidedly like fall.

The Rhode Island Naval Reserves are having their annual tour of duty on the battleship Kentucky. The up-State contingent arrived here Monday, and as the Kentucky was not then in port they had to await her arrival aboard the Alben. No provision had been made for handling so many, and they were glad when they could be transferred to the larger vessel.

The annual dinner of the Rhode Island Society, Sons of the Revolution, will be held at Berger's on Monday evening, August 30th. President Edward A. Sherman will preside, and there will be some distinguished speakers. A large attendance of members and guests is expected.

The Newport & Providence Railway are pushing work on their extension onto the grounds of the Training Station, and when this is completed it will be a great accommodation to the men at the station.

The battleship fleet, which has been outside for practice during the past week, will be in port over Sunday, but it is possible that most of the ships may take their departure early next week.

Recent Deaths.

William R. Hunter.

Mr. William R. Hunter, son-in-law of the late George H. Norman and a very well known resident of Newport, died at his home on the old Norman estate at an early hour Saturday morning. Death came very suddenly and was entirely unexpected as he had been in apparently his ordinary health when he retired. For the last few months his health had failed somewhat as his close friends had noticed, but he had been around as usual the day before his death. He awoke shortly after 2:00 o'clock Saturday morning, saying that he did not feel well, and death came within a few minutes.

Mr. Hunter was a son of the late Thomas R. and Frances Wetmore (Taylor) Hunter. He was born in this city on July 16, 1837, and with the exception of a few years when he lived in Middletown had resided here all his life. He received his early education at Mr. Fay's private school in this city and later studied at Thorn's College in England. For a number of years he was engaged in the real estate business in this city as a member of the firm of DeBlois, Hunter & Eldridge.

Mr. Hunter's marriage to Miss Edith Norman, daughter of the late George H. Norman, took place in 1894. Soon after their marriage they purchased a handsome estate in Middletown which they developed into one of the show places of the island, known as "Sunnyfields Farm." Here they made their permanent home for many years, taking an active part in the political and social life of the town. Mr. Hunter was an active member of the Citizens Association of Middletown, which for several years was the dominant party in town affairs. He served for several terms as member of the town council and for one year represented his town in the State Legislature. Two years ago "Sunnyfields Farm" was sold to Mr. Michael M. Van Beuren, and they then returned to Newport to live.

Mr. Hunter was a member of some of the leading clubs of Washington and Newport, and took an active part in the social life of Newport. He was for a number of years an active member of the Newport Artillery.

He is survived by a widow, and one daughter, Mrs. Louis L. Lorillard, Jr. Three sisters and one brother also survive, Mrs. W. Rogers Morgan, Miss Augusta A. V. Hunter, Mrs. Shafter Howard and Mr. Charles Hunter.

Wedding Bells.

Belmont-Andrews.

The wedding of Miss Margaret Frances Andrews, daughter of Mr. and Mrs. Paul A. Andrews, and Mr. Morgan Belmont, son of Mr. and Mrs. August Belmont, took place at "Rocky Hall," the Newport residence of the bride's parents on Saturday afternoon. There were about 150 guests present, and the house was very attractively decorated for the occasion. The ceremony was performed by Bishop Doran of Providence, assisted by Rev. James T. Ward of St. Mary's Church of this city. Mr. Raymond Belmont, brother of the groom, was the best man.

The bridal party was headed by the ten ushers and ten bridesmaids. Then came the bride resting on the arm of her father, who gave her in marriage. The bridal gown was of white tulle over white satin with scalloped edge, with bands of rose point lace. Rare lace extended over the front of the bodice and the long tulle veil was edged with rose point lace. The only jewel was a large diamond brooch with a square emerald. The bridal bouquet was of white orchids, lilies of the valley, and orange blossoms. The floral decorations were of blue hydrangeas and rare asters.

Mr. and Mrs. Belmont are now in New York on their wedding trip.

Mr. William H. Gilliam left Wednesday night for the Panama Pacific Exposition, and before his return will see considerable of the country, as he will make the outward journey over one route and will return over another. His transportation ticket is about a yard long.

The Spring street pavement is rapidly nearing completion after several weeks of work. The job was begun at the Bull street end, so the residents of the northern section of the city have not noticed much about the progress of the work.

At the annual meeting and dinner of the Major A. A. Barker Association last Sunday, William H. Scott was elected president, John P. Shaw vice president, and Charles A. Wilcox secretary and treasurer.

The hackney automobiles are now designated by red license tags, but there is nothing to indicate whether they are jitneys or higher priced.

Mrs. John Jacob Astor has returned to Bar Harbor after spending several weeks in Newport.

Board of Aldermen.

There was considerable business for the board of aldermen on Thursday evening, much time being devoted to fire department matters. Weekly bills and payroll were approved. A communication regarding the fence viewer was referred to a committee for investigation. Mr. Benjamin F. Tanner presented a long communication regarding the John Clarke cemetery, calling attention to the property in the hands of the heirs, and asking that the full facts be ascertained. The board held the matter in abeyance, pending further action by the parties interested.

A communication from Chief Kirwin was referred to the committee on fire department. Announcement was made of the arrival of the chassis for the ladder trucks, and it was decided to test them Friday morning at 11 o'clock. The No. 4 pumper will be tested Monday afternoon at 1 o'clock. The police patrol wagon was accepted.

A communication was received from Dr. Beck, chairman of the re-organization commission, recommending the purchase of record books for recording hose tests, and submitting a form for the reporting of dangerous fire risks; also calling attention to the rule requiring defective streets to be reported to the department and be placed on the bulletin board. The communication was referred to the committee on fire department.

Much other business of a routine nature was transacted.

Important Real Estate Sale.

Mr. J. Norman deR. Whitehouse, a well known member of Newport's cottage colony, has made an important purchase of real estate here which he will probably improve considerably before another season. He has bought the two estates on Price's Neck, one belonging to the estate of William Murray and the other to John Neilson. Each estate has a good wooden dwelling house with garages, etc., and the two together will give a large tract of land. Whether Mr. Whitehouse intends to erect a new residence or to retain one or both of the present houses is at present unknown.

Until the present season Mr. Whitehouse has been a summer resident of Newport for several years, but has always rented a place. With Mrs. Whitehouse he has taken an important part in the social life of the summer colony, and the announcement of his purchase indicates that he will become a permanent member of the Newport summer life.

The Premium Lists for the Newport County Fair have just been completed at the MERCURY office and are ready for delivery to those interested. They can be obtained free at this office. A few of the classes have been entirely re-written to give better adjustment of premiums for the exhibitors and a few new items have been added. The Fair will be held on Tuesday, Wednesday, Thursday and Friday, September 21, 22, 23, and 24, and promises to be bigger and better than ever this year. Thanks to the untiring efforts of President I. Lincoln Sherman this fair has attained an enviable reputation and annually draws large crowds without being obliged to resort to the questionable attractions of a "Midway."

Mrs. George Peirce, for many years a resident of this city, died on Sunday at the home of her son, Mr. Charles C. Peirce, in Dover, Mass. She was the widow of George Peirce, who was for many years supervisor of the Newport plant of the Old Colony Steamboat Company and its successors. She is survived by a son, Mr. Charles C. Peirce, with whom she made her home, and two daughters, Mrs. Frederick P. Vinton of Boston and Mrs. W. A. Wheeler of Portland, Maine.

The name of Louis Bruguere, formerly of this city, appears on the list of those saved in the Arabic disaster, and the name of his mother, Mrs. Josephine S. Bruguere, is numbered with those unaccounted for. Mrs. Bruguere formerly owned "Castlewood," on Girard avenue and they were prominent in the summer colony.

Mr. Earl C. Simmons, son of Mr. Christopher Simmons of this city, died quite suddenly at the Wright Hospital in Newport, N. H., last week. He was formerly prominent on the stage, being for a number of years leading man in one of the repertoire companies that flourished before the advent of moving pictures.

Mr. and Mrs. Robert Livingston Gerry are visiting Commodore and Mrs. Elbridge T. Gerry at their Newport residence.

MIDDLETOWN.

(From Our Regular Correspondent.)

COURT OF PROBATE.—At the session of the Court of Probate held at the Town Hall, on Monday, August 16, all the members were present. The following estates were passed upon: Estate of Thomas Coggeshall. The

first account of J. Alton Barker, Conservator, was examined, allowed and ordered recorded.

Estate of Thomas H. Stoddard. The petition of Rev. H. Beattie, Administrator, for leave to sell the one half interest of Thomas H. Stoddard, in a lot of 1 1/2 acres, on the south side of Beacon street, was granted. Interest to be sold for not less than \$375.00. Administrator directed to give bond in the sum of \$400.00, with Catherine Stoddard, as Surety, for the proper application of proceeds of sale.

Estate of Eliza P. Simmons. The petition of Margaret B. Simmons, Administrator, for leave to sell the one half interest of Henry G. Simmons, Administrator, was referred to the third Monday of September, with an order of notice.

IN TOWN'S CONCERN.—Joseph E. Kline was appointed a Committee to obtain a plan and estimates of cost, for constructing two culverts in the gutter in the East Main Road, opposite the Town Hall in order to improve the approach thereto. Some years ago this gutter was paved with a view to prevent its washing and leaving an irregular surface to pass over, in reaching the paths leading to the Town Hall. The ascent from the highway to the paths is quite abrupt and gives the passengers in a team, an unpleasant jolt. With the object of avoiding this, a movement is now made, looking to the construction of culverts.

A petition was received from William P. Sheffield and others, abutters on Miantonomi avenue, requesting that repairs be made to the road bed of this avenue. This petition was continued for further consideration.

Mary Adams Willard and others presented a petition, representing that Collins avenue, extending from Miantonomi avenue to the Newport Line, is in a poor condition and unsafe for public travel and praying that necessary repairs be made thereon. As this avenue had never been regularly accepted by the town, it was not liable for its condition or held to make repairs. In consequence of this fact, petitioners were granted leave to withdraw.

Three bids were received for painting the interior of the Town Hall and ran as follows: Walter Dennis and Gustaf Stenholm of Newport, \$190; Wright Brothers of Newport, \$175; Antoine S. Vargas of Middletown, \$95.

The contract for painting was awarded to Antoine S. Vargas, and Lewis R. Manchester and William J. Peckham were appointed a committee to oversee the work.

Howard R. Peckham was granted permission to excavate a ditch in Green End avenue to extend from his land to that whereon the Berkeley guild house is located, and lay down pipe therein, for the purpose of conveying water into the guild house.

The following accounts were allowed and ordered paid from the town treasury: Arthur A. Brigham, services as janitor \$3.50; Walter S. Barker, overseeing the application of oil \$11.00; Walter S. Barker, for highway work \$15.50; Walter S. Barker, services as Police Constable \$12.00; Thomas G. Ward, services as Town Sergeant \$27.00, for bounty due for killing twelve skunks \$6.00; Jeannette Goffe, clerical assistance in office of Town Clerk four weeks \$40.00; State of Rhode Island Costs taxed on complaint against one James Smith \$2.50; A. & H. C. Hammett Company for lumber \$18.89; Tucker Brothers, one 2 inch gate valve \$3.50; The Broadway Hardware Company, sundries \$4.65; Elsie A. Peckham, Mason work at Town Hall \$4.35; The Peckham Company, 1 Badger Fire Extinguisher \$9.50; Fred P. Webber services as member of Public School Committee \$25.00; The Bay State Street Railway Company electric light at Town Hall \$2.00; Providence Telephone Company use of three telephones \$5.62; Accounts for the relief of the Poor \$220.00; Total \$221.31.

CROP FORECASTS. In the forecasts for the United States, a substantial increase in nearly every crop, except fruit, is claimed. It can be safely affirmed, that as to farm crops on Rhode Island this claim is not supported by actual facts.

Of the crops that have been garnered, a comparison with former years shows no increase but rather decrease. The hay crop was not up to the average of former years and a hay stack is seldom seen. This notable decrease in hay stacks is accounted for by an increase in barns, more hay has been housed and less acres mowed. More corn is planted for ensilage and additional silos are every year being erected. Another cause of decrease in the hay crop is the failure to apply top dressing to the meadows. Formerly it was the practice, for nearly every farmer, to cart and apply animal manure and sea products to his meadow land. New ideas about farming now prevail, the practice of the fathers is discontinued, and the hay harvest materially reduced. Apparently the harvest of small grain is also below the average. Owing to poor seed many acres sowed with oats gave little or no return. Grain in many instances was cut for fodder, before maturity.

Specifics were freely advertised for preventing blight in the potatoes. However the blight came where the specifics were applied and is now followed by the rot. In some fields a large percentage of the tubers are infected. The price for potatoes continues very low. At Bradford, it is reported, the growers are shipping for \$1.00 a barrel. Corn gives promise of a good yield. Numerous fields were planted especially for ensilage. It does not look as though the apple crop would equal that of last year. The frequent showers, continued heat and intense humidity of July and August have promoted the growth of weeds to a remarkable extent. Not only in ploughed fields and vegetable gardens can be seen weeds of prodigious growth, but likewise on meadow lands and particularly on the country roadsides, weeds of various kinds abundantly flourish, to the great annoyance of the pedestrian. Above all stalks the will carrot with its numerous stems, casting its seed in every direction. It would seem timely and pertinent to inaugurate an active warfare on weeds. Weed extermination is a most essential factor in successful farming, and cannot be safely ignored.

The Invasion of America

By JULIUS W. MULLER

A Narrative Fact Story Based Authoritatively on the Inexorable Mathematics of War What Can Be Done to Oppose an Invading Army With Our Actual Present Resources In Regulars, Trained Militia, Untrained Citizens, Coast Defenses, Field Artillery, and All Other Weapons of Defense.

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CHAPTER V.

Sweeping the Floor Clean For the Enemy Army.

SO fell brave Block Island. It had greeted the sunrise with the stars and stripes hoisted defiantly in the face of the invader. The setting sun above the bay of the enemy. So, too, had fallen the islands of Nantucket and Martha's Vineyard with their stout hearted, passionately American population. They had yielded, not to ignoble fear, but to the irresistible mechanics of war.

The people of Block Island, watching destroyers steaming slowly toward the New England coast with strings of their fishing boats in tow, noted a curious thing. Every boat was laden with fish nets. Block Island wondered what a fighting man meant to do with fish nets. Nantucket and Martha's Vineyard wondered, too, for they also had been stripped of their gear.

Following the long tow with their heaped brown freight, six cruisers moved toward the coast, each guarded by destroyers, whose men watched the sea for a periscope, or for the whitened, broken water that would indicate the presence of a submarine. A submarine cannot attack until it has risen high enough to the surface to lift its periscope above water. Having thus obtained its aim, it submerges again only deep enough to conceal the periscope. If it dives too deep it might send the weapon harmlessly under the ship's keel. Hence, it is possible often to "spot" the disturbed, whitened water above a submarine even though it is sunk out of sight.

They moved fast, until they were within three miles of land. Then they opened fire. Steaming rapidly up and down, ship behind ship, they loosed all their broadside batteries, starboard and port in turn, simultaneously. The blast killed the wind and made an infernal little gale of its own around each ship, that spun in hot ascending columns. Surface swimming fish were struck dead and floated in schools on the water miles away. Even the bottom haunting creatures felt the shock and scurried into the sand and mud.

The chart under the shaded light in the admiral's cabin had a semicircle marked on it—a semicircle that made a great segment into the land. As if it were in the electric arc, the country in that zone of fire melted. Houses van-

ished into stone dust and plaster dust even as the screaming thing that had done it struck houses a mile beyond and threw them on each other. Streets became pits with sloping sides that burned. Trees rocked, roaring as in a gale, and were tossed high and fell twisted in flame. The land shivered.

The enemy fleet was biting into the sea vital of the commercial United States, the southern coast of New England between Cape Cod and Long Island sound, whose possession is the key to the manufacturing and industrial life of the east.

Battleships lying off the mouth of Buzzards bay were dropping shells into the harbor and into the shores. One ship had ventured close into the land, approaching within the zone of fire from Fort Rodman, and had dropped shells near New Bedford. Hidden by intervening hills it had escaped return fire and was now lying just out of range, dropping an occasional fifteen inch projectile toward the defenses. (The extreme range of the present armament of American harbor defenses is 23,000 yards. This is not a reliable effective fighting range and is merely stated as being the extreme range "under crucial test" of the twelve inch steel rifled mortars. The rifled guns as now mounted have a range of not more than 13,000 yards. Battleships now being constructed are armed with fifteen and sixteen inch guns that can outrange the extreme theoretical range of the mortars.)

Other ships were firing into Narragansett bay. They, too, were firing at immensely long range, to avoid return fire from the defenses. Montauk Point's wireless transmitted a dispatch that three vessels were standing in there and lowering boats. Then the apparatus fell silent. Point Judith's wireless had ceased speaking soon after dusk. Its last dispatch was that shells were falling near it. An hour later its operators reported from Narragansett Pier that the tower had been destroyed.

Watch Hill and Westerly, on Rhode Island's southwestern border, said a message from near by Stonington, were burning, and were being wrecked by heavy shells. Fort Wright telegraphed that this was fire from two battleships standing just outside of range from the fort's mortars and rifles and throwing shells from fifteen inch guns.

But these great guns were being used only at intervals. Though their bite could rend towns, they destroyed themselves as they wreaked destruction. The acid fumes from their monster powder charges ate out their scientifically ridged cores. They had to be spared.

The real attack came from the heavy cruisers, standing close in and working four, five and eight inch guns. For every shot that the battleships' mainmasts fired the cruisers fired a hundred. It was not a bombardment. It was a driving fall of whirling, smashing, exploding metal that whipped the coast between Watch Hill and Point Judith. Now the ducks of shells went high to reach far to their farthest range into the land. Now they went low to sweep through the cover near shore. Sometimes the steel things drove, as if in sudden uncontrollable fury, at one given spot. Again, they spread out into a dreadful cone that danced along a five mile stretch like a dancing whirlwind. The very beasts of the woods, the birds in their nests, were dead.

To the survivors who had escaped from the first red blast the thing seemed only a deed of insane wickedness. What had they done, they asked each other with sobbing breaths, to bring a steel navy at them? What could a great, powerful enemy gain by this murder of unarmed country folk?

The men who were working the ships' guns were from little villages, from pretty seashore hamlets like these themselves. They were not thinking of the habitations which were being blasted away. It was an operation of war. With their brooms of steel and fire they simply were sweeping clear the floor on which that army was to set its foot.

Far in shore of the flame torn cruisers, safe from any land fire under the parabolas of the naval projectiles as if they were under a bombproof arch, certain little vessels had tolled up and down from the beginning. Slowly, for they dragged between them long wire cables that hung down to the sea bottom, they moved back and forth along the beach, fishing. The fish they were trying to catch were spherical and conical steel fish that bore little protuberances on their tops like the sprouting horns of a yearling kid.

A touch as soft as the touch of a lover's hand could drive these little horns inward to awaken a slumbering little devil of fulminate of mercury whose sleep is so light that a mere tap will break it. And the fulminate's explosion would detonate 300 pounds of gun cotton.

The submarine mine says to the big ships, "I am death!" and they cannot answer it. But there is an answer to the mine. It is the mine sweeper that drags for them. The men on these mine sweepers dedicate themselves to the tomb. Some must inevitably perish. They

assembled and workmen hastily learning, they were trying now to make projectiles enough and guns enough. They were trying to make enough powder in Delaware and New Jersey.

In the encampment of the United States army at that moment trains were delivering guns—guns made in record time, magnificent testimony to American efficiency under stress. But the guns were coming in one by one, to meet an enemy who was beating at the gates and could not be stopped except with hundreds.

Even then the flagship off the coast was spitting a code into the night. It was a long code, but its meaning was short. It meant "Now!"

The mine sweepers hauled their gear and came out. Fourteen had gone in. Those that came out were nine.

Before they had well begun to move the beach was white with ships' boats, and 100 bluejackets and marines set foot on the mainland of the United States.

With sharpened knives in their sheaths, and loaded carbines and bandoliers filled with cartridges, and entrenching tools and provisions, each man of that first force presented the highest attainable unit efficiency for war.

The boats were scarcely off the beach to return to the ships before 500 of these units were trotting through the upland, throwing out advancing parties and making hastily trenches from which in a moment there looked the greyhound muzzles of machine guns.

On the shore the strand party was sinking sand anchors and rigging derricks. Others were setting together the five and one-half foot sections of jointed hollow masts for the wireless.

When the boats beached again, with more men, two forty foot masts reached into the night, and hand power generators were making the antennae pulse with their mysterious life. Launches came in now, dragging wide, flat bottomed pontoons and swinging them on to shore and speeding back for more. Men snatched at them and held them in the surf and ran their mooring up the beach, while others carried out kedges and boat anchors from all sides to make them lie steady in the ground swell.

The beach shone white as day all at once. The destroyers had steamed in and were giving their men aid with their searchlights.

In swarming pontoons, broadside to broadside, kedged and anchored out, they were moored out into the sea at half a dozen parts of the beach. Laid far enough apart that they should not touch, however hard the swell might strive to grind them together, they formed floating piers reaching beyond the farthest outer line of surf. From pontoon to pontoon ran gangplanks lashed fast.

Three hours had passed. Three times the ships' boats had made the trip between warships and shore—thirty naval service cutters, each carrying thirty men. Twenty-seven hundred sailors, marines and soldiers were holding the Rhode Island coast.

From the trenches of the advance party a wireless spoke to the cruiser bearing the senior officer. "Motor scouts reported in front, on road, three thousand yards in. Will fire rocket indicating direction."

The rocket burst. For a minute it made all that part of the black country stand out as under lightning. "Crash!" said the ship. Over the bluejackets swept the shells and burst.

"Crash!" said another ship. "Apparently effective," said the wireless again. "Shall send patrols forward." And again it spoke, in half an hour: "Enemy driven back. Our patrols hold road. Barb wire entanglements completed. Scouts in. Report land clear, except for enemy cavalry in force inland out of range."

CHAPTER VI.

"Where is Our Army?" "NOW!" said the cruiser's wireless, speaking once more into the sea. Silent, formless, black, four vast ships, long and twice as tall as the cruisers, came slowly in among them.

These were the transports, sealed that not a thread of light should shine from them to betray them to the thing that all the fleet dreaded more than anything else—the underwater lance of a submarine's torpedo.

Under water the submarine is always blind, even when the brightest light of the noon day sun shines vertically into the ocean. It can see only with its periscope eye above the surface.

At night the periscope cannot see. Then the submarine ceases to be useful as a submarine. It can act still, but only on the surface, like any other torpedo boat.

Two score destroyers, each of thirty knots, each armed with from four to ten three-inch guns and rapid fireers, circled around the transports. Twice as swift as the surface speed of the swiftest submarine, armed overwhelmingly, they could defy surface attack.

[American submarines now in commission do not carry more than one three-inch rapid fire gun. It is set in a water tight compartment, from which it is elevated when the vessel is on the surface. Armaments of destroyers are: Ammen class, five three-inch rapid fire 30 caliber rifles; Alwyn class, four four-inch rapid fire 50 caliber rifles; Bain bridge class, two three-inch rifles and five six-pounders rapid fire.]

They hemmed the darkened troop ships round with a great circle of searchlights, all thrown outward, that served the double purpose of illuminating the ocean for miles and of blinding any who tried to approach. No human eye looking into that glare could have seen the transports, even if the night had not shrouded them.

Still these lines, with their tens of thousands of men, were too precious to be protected only by this bright vigilance. From each transport there projected long steel beams, eleven to a side. These held out a half ton net of steel grommets. Stretched fore and aft as fast as steam captains could haul in, this skirt of chain mail hung far down into the sea to catch any torpedo that might come driving at the keel.

There was more protection than that. It would be day soon, and then the submarines would be blind no longer.

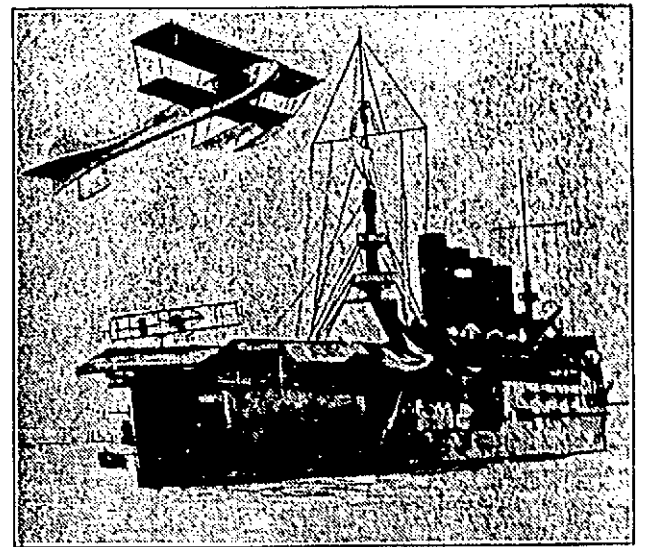
All around the area chosen for the transports to lie in the fishing boats taken from the sea islands were being towed by destroyers to drop their nets. Their wooden buoys formed odd geometrical outlines on the sea.

These thin things of meshed twine, harbor gates to the northeastern United States—Buzzards bay, washing deeply fish, were suspended like submarine fences north and south and east and west of the field of operations.

That such trivial things should be of any avail against underwater craft cut with death in their hands might well have seemed absurd to a landsman. They did not seem absurd to the fleet.

Very scientifically, very thoughtfully had the enemy stalked out the vital spot at which he had decided to strike. Here, facing each to each almost like the salients of a fortification, lay three harbor gates to the northeastern United States—Buzzards bay, washing deeply fish, were suspended like submarine fences north and south and east and west of the field of operations.

Open any one of these gates, and it have seemed absurd to a landsman. They did not seem absurd to the fleet.



THE MOTHER SHIP OF THE ATTACKING AEROPLANES.

tenant who commanded United States submarine M-9 when he steered his craft, awash, out from behind Fisher's Island sound at dawn and looked eastward through his glasses.

Ten miles away lay the transports, quite motionless, beautifully assembled as a target for him. At that distance their masts and funnels seemed huddled. He had a vivid picture in his mind for an instant. It was a picture of fat, slow creep crawling together with a wolf among them.

But between them and his wolf lay the net buoys, dotting all the surface, in and out, as if they had been laid by some laboring artist to make a maze.

The sea felt wet slowly nearer. With its tanks full of water it lay so far submerged that the sea washed the sponging around the manhole hatch. The lieutenant was like a man wading breast high in the ocean. It would be hard to see him from any distance. He studied the traceries of buoys. There were spaces between them that betokened gaps in the fence. One might find a gap and go through. But to find a gap the submarine must raise her periscope above water and look around. And here, sweeping incessantly to and fro like galloping cavalry, were destroyers.

[With periscope shot away a submarine, even though uninjured, is quite helpless. She may escape if she is in deep water and the assailant is far enough away to give her time to dive and flee, deeply submerged. See loss of U-12 on March 10 merely through destruction of periscope, which permitted enemy destroyers to ram her.]

Could one dive and go through blind? The lieutenant knew the limitations of his terrible little animal. Its kiss could draw a 20,000 ton ship into the abyss, but the women twine would laugh at torpedoes.

Its nose could cut through them like the threads that they were. But the torn ends would catch conning tower and masts and periscope tubes. Even if it tore away from them the whirl of the propeller remained to renew the danger, sucking the trailing cords to itself and in one instant switching them around and around the spinning shaft.

With the propeller blocked the submarine must rise, for only with its propeller thrusting and its horizontal fins set to hold it down can the submarine stay under. It submerges not by sinking, but by diving with main strength.

Another rather vivid picture flashed into the lieutenant's mind. It was not a picture this time of a wolf among sheep. It was a picture of a sudden enormous commotion among those quiet net boys, as of something struggling down below, and then of a violent surge as the tangled nets were carried to the surface by a helpless submarine held fast by the tail.

A breeze arose with the rising sun and the water roughened. The submarine stopped. It could not meet rough water while it was awash. Although its buoyancy when it was sealed was such that its propeller had to thrust full speed to make it dive, yet with its hatches open 500 gallons of water, far less than is contained in a single big wave, would send it down like a tin can.

The commander held on as long as he could, watching the whitening water in the east and watching the transports. He saw that at a thousand yards' distance around them just what he would have chosen as most torpedo range there lay a little fleet of gunboats, all thrusting out booms with steel nets that made them look oddly, as if they were hooped and wide skirted. Disposed in an oval, they guarded the transports with a second wall of steel wire.

And overhead, soaring in spirals never flying far away and always returning, were three naval planes. The commander of the M-9 knew that they were waiting and watching for just one thing—the "shadow" of a submerged submarine.

[From an altitude of 2,000 feet the movements of a submarine torpedo boat may be easily observed unless the water is very muddy.—Captain V. E. Clark, Aviation Corps, U. S. A., in the center issue, Coast Artillery Journal.]

This enemy patrol was taking no chances. The fleet had power and time. It bent them to one object—to land its men safely. It would not engage the harbor defenses and so open itself to the risks of plunging fire and torpedo attack. It would not blockade harbors and so make itself a chosen

that early hour of the morning, read on the bulletin boards:

"Enemy effected a landing during the night on Rhode Island between Narragansett bay and Long Island sound. Transports are now close in, preparing to put troops ashore. Reports from fleets, aggregating 100,000 tons. Army officials estimate that at the usual rate of two men per ton this means 200,000 men. More transports waiting under Block Island."

"Now is the time to strike 'em," cried the men, "before they can bring more forces ashore! They should have been attacked in the night! What kind of generals have we got, to let 'em get in instead of throwing 'em back into the sea as fast as they come? What is our army? Keeping itself safe?"

The army, with 100,000 (William) were impressed as they were to be, was destroying the railroads of southern New England. It was tearing up the shore line of the New York, New Haven and Hartford railroad from New Haven to New London and from New London to Providence. It was throwing the rails on that case to be whirled away westward and northward. Concrete and stone embankments, steel bridges and tunnels were sent skyward through the night with dynamite.

CHAPTER VII.

The American Army's Lack of "Eyes." IN the army headquarters, where a single short order had set back all this naturalistic destruction, the commanding general and his staff were huddled with something that was of more immediate importance to them. Desperately they were thrusting out for information, and always they were baffled by superior numbers of superior resources.

They had pushed cavalry toward the coast, and it had been driven back by artillery and long range fire from the ships, whose aim was controlled by aeroplane signals from the sky and wireless from the shore. They had pushed out motor scouts, and the artillery had found them. Always at every approach during the night or dawn, daylight the ships' fire had swept the roads.

Now, scarcely an hour after sunrise, the army aeroplanes had come back after only hapazard scouting. They had not been able to fly over the invaded coast. Wherever they tried to, they reported, they were met by enemy planes in superior numbers.

One United States air man had been driven by four enemy planes into Narragansett bay, where he had been picked up by boats from the Newport (To Be Continued.)

INSECT GERM CARRIERS.

Roaches, Ants and Even Bees Are Now Regarded With Distrust.

The investigations of recent years have disclosed the relations of insects to malaria, yellow fever, bubonic plague and sleeping sickness. The striking results already demonstrated in respect to the activity of mosquitoes, fleas, bedbugs and houseflies is probably raising the question as to the possible significance of other species of insects which may be less abundant, but whose contact with man may be occasional or confined to restricted localities. The group includes cockroaches, ants and bees.

"That an insect which will devour any sufficiently soft substance, from human foods to glue, grease and waste, and which will live by preference in the cracks of the floors and walls of houses, bakeries, restaurants, sugar refineries and tanneries, whose bodies come into contact with the filth and refuse that necessarily accumulate in such places, should carry a host of germs about on and in their bodies and be able to infect our food is certainly not surprising," says the Journal of the American Medical Association. "Yet this is the habit of life of the omnivorous cockroach. Roaches probably also feed on tuberculous sputum and disseminate the bacilli as readily as the housefly."

"Ants, which are often abundant in houses and are readily disseminated by commerce, sometimes become a pest to the housewife, particularly when they get into the stores of food. They have not escaped suspicion as disseminators of pathogenic micro-organisms. Wheeler points out that it thus comes possible for ants to spread disease in different ways."

"Finally the bees, lauded for centuries by poet and prose writer and have not escaped the accusation of the poison. Wheeler has observed that stinging bees visit collections of bacteria in the canal zone, presumably gathering foreign substances, which they knead into the cerumen of their cells, which they store honey combs, and which they use for food by the natives in parts of tropical America. According to Wheeler, there are records of fatal disorders or even death following the eating of such honey. The suggestion of possible contamination of disease germs collected by bees in a plain."

Now or Not Better.

"Can't you use a less backbreaking position than 'I've liked for the old and new timber?' asked the young man. 'Well,' said the young man, 'I might say 'I've liked it for the old and new timber,' but the old and new timber had their eyes closed and were not looking at me.'"

Haired Pitchforks.

"And you ever see it rain, pitchforks? Let's asked the city man in the city. 'Pitchforks?' replied the farmer. 'No, I never saw a pitchfork in my life, but I've seen a lot of them in the city.'"

Scholar's Love.

"You, who are the son of a scholar, what do you think of the scholar's love? 'Scholar's love,' replied the scholar. 'It is the love of a scholar for a scholar.'"



FOREIGN FIGHTERS SET FOOT ON THE MAINLAND OF THE UNITED STATES.

ished into stone dust and plaster dust even as the screaming thing that had done it struck houses a mile beyond and threw them on each other. Streets became pits with sloping sides that burned. Trees rocked, roaring as in a gale, and were tossed high and fell twisted in flame. The land shivered.

The enemy fleet was biting into the sea vital of the commercial United States, the southern coast of New England between Cape Cod and Long Island sound, whose possession is the key to the manufacturing and industrial life of the east.

Battleships lying off the mouth of Buzzards bay were dropping shells into the harbor and into the shores. One ship had ventured close into the land, approaching within the zone of fire from Fort Rodman, and had dropped shells near New Bedford. Hidden by intervening hills it had escaped return fire and was now lying just out of range, dropping an occasional fifteen inch projectile toward the defenses. (The extreme range of the present armament of American harbor defenses is 23,000 yards. This is not a reliable effective fighting range and is merely stated as being the extreme range "under crucial test" of the twelve inch steel rifled mortars. The rifled guns as now mounted have a range of not more than 13,000 yards. Battleships now being constructed are armed with fifteen and sixteen inch guns that can outrange the extreme theoretical range of the mortars.)

Other ships were firing into Narragansett bay. They, too, were firing at immensely long range, to avoid return fire from the defenses. Montauk Point's wireless transmitted a dispatch

will find a mine with their keels instead of their groping drags, or they will grapple one too close, or their wire cable will clutch two mines and swing them together so that the little horns touch.

But if the mine sweepers are permitted to work on the mines may kill and kill and kill, yet in the end they will be gathered in.

There is an absolute answer to the mine sweepers. It is to hammer them with rapid fire from the shore. These little vessels, dragging laboriously, present targets that scarcely move. No artillery can miss them.

But again there is an answer to the mine protecting guns. It is long range fire from the ships that lie safely outside of the mine fields.

There is only one answer to that. It is for defenders on land to plant huge guns far inland that can reach the ships and beat them back that they dare not come close enough to reach the lesser shore artillery nearer the sea.

This formula of shore defense is a formula so simple that a mathematician given the conditions can work it out with simple arithmetic though he never had seen a cannon in his life.

Guns, guns and again guns—and an army to protect them! This was the only possible reply to the fleet that was pounding the coast. The United States had not enough sufficiently powerful mobile coast guns and siege guns. It had not enough artillery to fight what guns there were. And it had not enough ammunition to provide them

In Bethlehem, Pa., up the Hudson, in smoky Watervliet; in Hartford and Bridgeport and New Haven; and a dozen other towns, with machinery lastly

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THROUGHOUT.**

The Mercury.

Newport, R. I.

PUBLISHED BY MERCURY PUBLISHING CO.

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House Telephone 1510

Saturday, August 21, 1916.

Many of the Democratic Senators are urging the President to call a special session of the Senate on October 15.

State Treasurer Read has \$158,000 State bonds for sale. These are known as the Charitable Institutions loan of 1916.

Boston will this year pay \$18 on a \$1000 in taxes. The rate in all the cities in the land seems to be constantly on the increase.

Massachusetts people say that the tax situation in that state is almost a calamity. It is growing worse instead of better constantly.

The summer season will come to an end in a very few days and most of the summer resorts will have to record a season of poor business.

They had two inches of snow on the top of Mt. Washington Wednesday morning. That is a gentle reminder that winter is approaching.

Justice Hughes says that he will not be a candidate for President and if nominated he will decline. This puts one prominent candidate out of the running. There are several good men left, who are willing to sacrifice themselves for the cause.

The State department has received a letter from the American minister at Bern which indicates that the Swiss government is preparing to take sides in the European war with the Germanic allies. Switzerland resents the interference with its trade by the quadruple alliance.

If all the stories are correct that the newspapers in this country are publishing, Germany must have had a terribly active force at work in this country for the past year or more. Every day some newspaper pops up with some story of German intrigue. Her agents must have been omnipresent.

It is said that the president of a bankrupt Western railroad has been offered \$250,000 a year salary to take charge of the construction of a new plant to cost two and one-half millions for the Baldwin Locomotive works, and then manufacture eighty millions war munitions for the Russian government.

The torpedoing of the White Star Line steamer Arabic shows that the Germans do not propose to abandon this barbaric method of warfare. Neither do they apparently care whether Americans are murdered or not. The German powers act as though the whole world was against them and they were ready to wage war indiscriminately against the whole world. There will be a day of reckoning sometime.

Dr. President Taft says that he does not see any way out for the United States in Mexico. He said: "We made a serious mistake at the outset, not in failing to recognize Huerta, but in actually departing from true neutrality to work against him." The ex-president has hit the nail on the head this time. President Wilson's fool performance in regard to Mexico have caused most of the prolonged trouble there.

The city of Providence has extended an invitation to the National Bazaar Association, now in session in California, to meet in the Rhode Island Capital next year. The city also wants the next meeting of the American Public Health Association. Both of these bring large numbers, and there is no reason they should not come to this State. The more big conventions that can be brought to this State the better. Newport will most heartily second Providence's efforts in this direction.

Will the government of the State of Georgia be able to inflict the richly deserved punishment upon her band of murderers? Or will the Sovereign Commonwealth be content to wallow in the mire of its own iniquity? Even though every one of the murderers should die upon the gallows in expiation of his crime, the name of the State of Georgia would never be cleared of the stain that has been cast upon it. But much rests with the present Governor. If he is the man that his predecessor in office proved himself to be he will never rest until the murderers have paid the full penalty for their crime.

The disgrace that hangs over the State of Georgia for mob violence will not soon be wiped out, more especially from the fact that many of her so-called prominent citizens glory in the act. The conditions that will allow the mob to take a man from prison, carry him a hundred miles, brutally torturing him all the way and then murder him are truly deplorable. But to add to that crime the speech of the Mayor of Atlanta at California where he justifies and glorifies in this act of barbarism, shows that many, if not the majority of the people of that State are but little removed from barbarians themselves. This lawless act added to innumerable lynchings in that State is a foul blot that it will take long years of reform to wipe out.

Negotiations are reported whereby mutilation orders from the allies totaling nearly \$1,000,000,000 will go to more than 20 plants in the Cleveland district. Already more than \$80,000,000 worth is scheduled, including 2,000,000 rifles for \$24,000,000 from a plant 50 miles from Cleveland, and orders are pending on \$3,000,000 shells and 5,000,000 machine cartridges.

Henry Ford says: "Thousands of cars were caught (from me) by each of the warring nations, but all were damaged, and similar requests will continue to be made. If other Americans aid the war with the products of their industry I am sorry for them, as Americans and as men, I am sorry for America because of them."

The Island Savings Bank has sold the Hygeia Hotel property at Block Island to Christopher E. Champlin and John C. Champlin on private terms.

The Old Colony dollar excursion from Boston last Sunday brought about 4000 people, requiring three trains.

Why our Ships are Driven from the Seas.

It goes without saying that if operation of American ships under our laws were profitable in ordinary times we would long ago have had a large merchant marine. American capital is not afraid of water. Our coastwise fleet is large and efficient. It is profitable because foreign competition is shut out. But ships engaged in foreign commerce must compete with all the world. Early in our history we fostered a merchant marine by discriminating duties until it reached its greatest efficiency in 1826, when it carried 83.6 per cent of our exports and 93 per cent of our imports. But extension of reciprocity treaties altered this. It is doubtful if they could be imposed again without danger of vexatious retaliatory measures. Mr. Underwood got a preferential duty incorporated in the present tariff act, but it is worse than worthless, unless the Supreme Court favors the decision of the Court of Customs Appeals. The fact that Americans, prior to the outbreak of the war, were flying foreign flags over American-built boats, could signify but one thing: The cost of operation under our navigation laws was too great to permit competition with that of the world. In November an act goes into effect that will increase the discrepancy in cost. Our navigation laws, present and prospective, were enacted with righteous purpose. We sought to make the sea attractive to American sailors. An alert young American, finding a high standard of living and abundant opportunities for advancement on land, was not lured by the sea. Thanks to a protective tariff, domestic industries were protected from competition with cheap labor. But vessels engaged in foreign commerce must compete with the world. If we would improve the hand lot of seamen, somebody must pay the extra cost. In the coastwise trade it is paid by shippers. In the foreign trade it will have to be paid by the government, if paid at all. So far as the fast boats are concerned it might well do it, holding them as naval auxiliaries. This is done by Great Britain and Germany, which governments have also prescribed regular routes as a condition of the subsidies. France has used a clumsy system of subsidies, putting a premium on slow ships. Japan has adopted a novel course, compelling its subsidized ships to discriminate in favor of Japanese goods. It is folly to ask Americans to compete with vessels subsidized by their governments and at the same time employ more seamen, pay them more and feed them better. Direct aid would be cheaper than a government-owned merchant marine, trying, on such terms, to compete with all the private shipowners of the world, many of whom are subsidized by their governments.

It is easy hardening back over so short a time as that which separates us from the beginning of war in Europe. It is still less than a year, and it is easy to recall the cries of anguish coming to us from across the sea of a multitude of our brethren who had been caught, as it were, between the upper and nether millstones of the god Mars. They had money to burn, but no matches to start the fire. Owing to the paralysis of exchanges, and inability to realize on any evidences of credit, they were in a distressing plight.

All American hearts bled for them. In a fine glow of patriotic fervor, we, collectively, acting through Congress, appropriated \$2,500,000 to be placed in the hands of disbursing agents abroad to supply them with funds for the relief of their immediate wants, to house them comfortably, and to pay their passage home. Our entire diplomatic and consular service was put at their disposal. They came trooping back by thousands, and we welcomed them with open arms.

Ever since then we have so congratulated ourselves on our generosity that it comes as a shock to see the announcement of Secretary McAdoo's intention to sue many of them, known to be well able to pay, for a recovery of the sums advanced. The secretary intimates that, in some cases, there is no plea of poverty entered but a downright refusal to reimburse the government.

The institution of such suits will probably bring in the money. Whether it does or not, the situation should not cool our patriotic ardor for protection of our citizens abroad. Mr. Bryan said recently that citizens abroad in time of war owe something to their government as well as their government something to them. It seems that we have some citizens who do not recognize a reciprocal obligation.

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One Hundred Years Ago.

(Newport Mercury of August 11, 1915.)

Highly Exciting News.

Boston, Aug. 17. On Tuesday arrived at this port the ship Cyrus, Capt. Eames, 45 days passage from Lisbon. Capt. E., on whose judgment and veracity the utmost confidence may be placed, reports the following agreeable intelligence of the capture of a part of the Algerian squadron. While lying at Bolum Castle, below Lisbon, Capt. Eames received the copy of a letter from Carthage to Mr. Hutchinson, American Consul at Lisbon, dated June 20th, 1815, viz:—

"Yesterday an Algerine frigate arrived at this port, damaged and almost a wreck. She had been captured and reduced to this state by an American ship of war outside; and we are this moment informed that another Algerine frigate has been captured by the Americans and sent into Estoril, an anchorage on this coast about seven leagues distant."

On the 9th inst., off Cape Sable, Capt. Eames spoke the brig Shaker, appearing from Lisbon bound to New York, which sailed July 8, from which he received information that a Swedish ship had arrived at Lisbon from Gibraltar previous to his sailing, the Captain of which stated that he was in sight during an engagement between our squadron and the Algerines, and that he saw three frigates and two brigs surrender to the squadron.

A law is before the British Parliament which provides that children under ten years of age shall not be employed in any manufactory, and that older children shall not be obliged to labor more than ten and one-half hours each day.

Mr. Calvin Hittcock will be ordained over the First Congregational Society in this town on Wednesday next, the exercises to commence at 11 o'clock a. m.

Fifty Years Ago.

(Newport Mercury of August 16, 1865.)

STRANDED STEAMBOAT BURNED.

On Monday night about 10 o'clock fire was discovered by Conductor Claffin of the steamboat train in the red building on Long wharf belonging to the Old Colony & Newport Railroad Company. It was first seen in the second story, and in a short time the whole building was on fire. The alarm was immediately given and the firemen were promptly on hand, and after laboring an hour or more it seemed to be gotten under, but it was soon found that the material with which the building was filled was not so easily extinguished, for it soon broke out anew and not until morning were all the firemen able to leave their work, and by that time the building was entirely destroyed with nearly all its contents.

This was the hardest job our firemen ever contended with, when it is considered that one building was on fire, and by midnight they were ready to give it up, and all but one company were dismissed from service as the engine which is used to force the water from the reservoir to the steamers was able to furnish all the water necessary. This was a practical illustration of the benefits of steam over man power, and gave our citizens and firemen an opportunity to witness it. And as the subject has been sufficiently agitated and the necessity and benefits of a steamship fully shown, we trust that the city council will act upon it at their next meeting. Before another winter we should be in possession of a steam engine of the first class.

The building was principally used for storage purposes, the second and third stories being filled with mattresses, etc., belonging to the boats not now in use, and the lower floor was used for a carpenter's shop, paints, etc. The loss to the railroad company was the building, valued at about \$3000, and the steamboat company estimate their loss at \$22,000.

The Military Department of the East, which includes New England, New York and New Jersey, has been divided into six districts. The fourth comprises Rhode Island and Connecticut, to which Brigadier General Robert R. Potter has been assigned, with headquarters at Newport.

Eugene K. Ball, son of the Hon. Nicholas Ball of Block Island, who has been attending the Friends School in Providence, came to an untimely end Saturday by falling from a tree. His remains were sent to Block Island Sunday.

A party of thirty negroes, from the South, passed through New York on August 16, on their way to Rhode Island where homes have been provided for them by the Freedmen's Bureau. This is the second party of negroes thus sent to Rhode Island at the Government expense.

The tide of summer travel is much larger this year than on any previous one, and our railroads and steamboats are cramping a rich harvest.

Twenty-Five Years Ago.

(Newport Mercury of August 26, 1891.)

WALTER HOWE DROWNED.

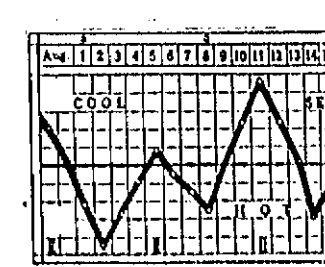
Another drowning accident, and one of peculiar sadness, took place yesterday at Bateman's Beach, just west of Wino's "Black Horse." In almost the very spot where only a few days ago an employee of Mr. T. M. Davis lost his life, yesterday's victim was Mr. Walter Howe, New York's commissioner of public parks and for the past several years one of Newport's most prominent summer residents. Mr. Howe witnessed the drowning of his husband but met her great grief bravely, giving directions as far as she could until Dr. McWay's arrival and then personally aiding him in his ineffectual efforts at resuscitation. Mr. Howe was about 45 years of age and leaves a widow and two children.

On Tuesday next the Grand Lodge of Masons of Rhode Island will lay the corner stone of the new Masonic Hall at Block Island. It is expected that a large number of the fraternity will be present from all parts of the State.

The Island Savings Bank has sold the Hygeia Hotel property at Block Island to Christopher E. Champlin and John C. Champlin on private terms.

The Old Colony dollar excursion from Boston last Sunday brought about 4000 people, requiring three trains.

WEATHER BULLETIN.



General averages of August temperatures below normal, but great extremes are expected. The weeks centering on August 1 and 21 will average very cool and 11 and 27 very warm. Unusually hot with the warm waves that will reach meridian 90 near August 11 and 23 and unusually cool with the cool waves that will reach meridian 90 near August 2, 20 and 31. Very dangerous storms near August 17. Generally good crop weather month; rains generally sufficient and well distributed. Most rain during week centering on August 17 and too much rain in Spring wheat sections during that week.

Treble line represents reasonable normal temperatures, the heavy black line the predicted departures from normal. The black line trending upward indicates rising temperature and downward indicates falling temperature. Where the heavy temperature line goes above normal indications are for warmer, and below cooler than usual. The 1 indicates when storm waves will cross meridian 90, moving eastward. Count one or two days later for east of meridian 90, and one to three days earlier for west of it. Warm waves will be about a day earlier and cool waves a day later.

Copyrighted by W. R. Foster. Washington, D. C. August 19, 1916. Last bulletin gave forecasts of disturbance to cross continent August 19 to 23, warm waves 20 to 24, cool wave 25 to 27. Not far from August 21 light frosts have been expected where they sometimes occur at this season, following which the temperatures will rise with variations till near August 23 near which date very warm weather is expected. An extreme rise in temperatures has been calculated from near August 20 to near August 23. The storm will continue to be severe to end of August and then a rest from the storm dangers till near September 3.

Next disturbance will reach Pacific coast about August 25, cross Pacific slope by close of 25, great central valleys 26 to 28, eastern sections 29. Warm wave will cross Pacific slope about August 25, great central valleys 26, eastern sections 27, cross Pacific slope about August 28, great central valleys 29, eastern sections September 1.

A great hot wave will be the principal feature of this storm wave. About the time the hot wave reaches you will be the time to look out for severe storms. Not so much danger of floods as during the past six months but dangerous wind storms should be watched for. Heavy rains at this time in the Spring wheat country where the wheat has not been cut would be regretted. Probably they will not come but there is a possibility of such. The moisture will come from the Pacific and heavy

rafs for the season are expected on the northern Pacific slope. But rains there at this season are usually very light. But even in California where the dust usually lies in August, we expect moisture enough to keep the dust close to the ground.

Very cool weather is expected not far from August 31 and all northern sections are warned that frosts are probable about that time. Look after your house plants as they will probably get pinched about that time if you leave them uncovered. But the very cool weather will be of short duration.

We have many letters of inquiry at this time from grain dealers, and will reply through these weekly bulletins. This is not the time for farmers to sell grain, and of course dealers have not yet. The big speculators have been loading up and no one can determine when they will get enough. They have controlled the markets by the aid of the European states which must buy. They have controlled the European crop news and will not let it be known what the European crops are. Our grain dealers should buy at leisure whenever they can get grain at prices that will enable them to hold.

We ask all grain dealers to subscribe for the newspapers in which these bulletins are regularly published and then correspond with us on grain matters. These bulletins are copyrighted and, as a rule, only one newspaper in a city has the right to publish them. We warn other papers not to copy these forecasts.

Invitation Tennis Tournament. The invitation tournament at the Newport Casino has drawn large crowds this week, and the interest in this locality has been practically as great as when the National Tournament was held here. Fewer persons came from long distances to watch the play, but nevertheless the Casino courts have been the mecca for large numbers of visitors throughout the tournament. The weather has been ideal and this of course has helped the attendance a lot.

There was a good number of entries and some of the crack players of the country participated. There have been some thrilling matches, and the tournament throughout has been hard-fought. Perhaps the matches on Thursday were as exciting as any, when it looked for a time as though both Williams and McLaughlin might go down in defeat, because they both lost their first sets. However both survived, and they will undoubtedly meet in the finals on Saturday, when a great match is expected.

Thomas A. Edison says: "I would put the United States permanently on a war footing against invasion. I would make it a vast storage battery charged with war forces which might be liberated on the instant."

"I see by the papers," remarked the man on the car, "that slender waists are being worn again, but in many cases the rumor hasn't been confirmed."—Toledo Blade.

Deaths. In this city, August 14, William Robinson Hunter, in his 44th year. In this city, 14th inst., Dorcas A. Brooks, aged 72 years. In this city, 14th inst., Thomas Fitzgerald, aged 72 years. In Middletown, 14th inst., Martha W. Wilson of Mrs. G. W. and daughter of the late Eliza and John A. (White) Sherman. In South Portsmouth, 14th inst., Hugh Fraser, in his 51st year. At Barrington, Mass., Aug. 13th, Mary P. Peavey, widow of George Peavey, of Newport, aged 81 years, 1 month.

In Jamestown, 14th inst., suddenly, Benjamin A. Langer, of the city, aged 63 years. In Washington, D. C. 14th inst., M. Powell Foster, aged 71 years.

WEEKLY ALMANAC, AUGUST, 1915. STANDARD TIME. Sun rises sets Moon High Low Water Ebb. 21 Sat 4:52 6:29 12:12 6:11 4:41 22 Sun 4:56 6:32 12:12 6:11 4:41 23 Mon 4:59 6:35 12:12 6:11 4:41 24 Tues 5:02 6:38 12:12 6:11 4:41 25 Wed 5:05 6:41 12:12 6:11 4:41 26 Thurs 5:08 6:44 12:12 6:11 4:41 27 Fri 5:11 6:47 12:12 6:11 4:41

Moons last gr. Aug. 12 1:50 a.m. Evening New Moon Aug. 13 2:50 a.m. Evening Moons last gr. Aug. 14 3:50 a.m. Evening Full Moon Aug. 15 4:50 a.m. Evening

HOUSES, SITES AND FARMS. Personalities in other States, away from Newport and Washington, D. C., have been advised of the importance of the war, and are being urged to do their part for the country.

PEASLEE ADMITS HE KILLED FATHER

New Hampshire Mystery of Many Months' Standing Is Solved

Charged with the murder of his father, Howard W. Peaslee, Montpelier, Vt., was arrested at Portland, Me., and a detective agency holds a statement signed by him which, they claim, is his confession. Peaslee's arrest terminates a case covering a period of nearly thirteen months.

It was on the night of May 27, 1914, that Howard Peaslee was murdered at his home in Montpelier, N. H. A shot fired through the window as he sat at his desk took his life. He was worth considerable property and, according to the alleged confession, it was to come into his share of the estate that prompted young Peaslee to kill his father.

Peaslee told of writing a note to make it appear that Eugene A. Wood killed his father. Wood was arrested a few days after and charged with the crime, but was not indicted.

For the past three months Peaslee has been engaged in the communique between in Portland. He had leased one of the Rural summer places at Old Orchard, where his wife and two little sons have been making their home.

FARMER SLAYS HIS SON

Is in Critical Condition as Result of Attempt at Suicide

In a quarrel over the proper way to feed a horse, Arthur Johnson, 52, a farmer, killed his son, John A., 27, at Gloucester, N. H., and then cut his own throat. The elder Johnson is in a critical condition.

The trouble began when the son started to feed a horse on the farm, and his father objected. According to the son's wife, the elder man gripped her husband by the throat but also separated them and her husband ran down the road, while Arthur Johnson seized a shotgun and fired the chamber entering his son's breast is he turned to look around.

Then, who said, the elder Johnson ran to where John was struggling, and smashed his skull with the butt of the gun.

NEAR PANIC IN THEATRE

Man Fires Shot at Woman, but Only Hits Empty Seat

Two hundred theatregoers rushed about in panic from the Theatre Courthouse, New Bedford, Mass., when Leon K. Kibler, a middle-aged married man, fired a shot from his balcony at May Holland, 30, who sat in the orchestra.

The shot missed the woman, striking an empty seat next to her, the only empty seat in six rows around where she sat. She coolly went to the balcony, where a policeman seized Kibler, and grabbed the gun while the men were struggling.

Questioned at the police station Kibler told a rambling story in explanation of his act, and claimed the woman had stolen some money from him two months ago.

Corset Factory Strike Ends

The strike of nearly 4000 factory operatives at the Warner Bros. corset factory at Bridgeport, Conn., ended. The firm granted the eight-hour workday and the compromise offer of 12 1/2 percent increase in wages was accepted.

Boy Accidentally Kills Brother

Albert R. Norwatt, 17, was killed at Westfield, Mass., by a shot from a gun with which he and his younger brother August were "playing war." August did not know the weapon was loaded. Police officials took no action in the case.

Autos Replace Mail Cars

Fifteen United States mail delivery trucks have entered the streets of the Boston postal district. They will be used for the transportation of mail from the central and branch stations, taking the place of mail cars.

Pioneer Shoe Company Assn.

The P. J. Harney Shoe Company, one of the largest and oldest manufacturing firms in Lynn, Mass., made an assignment to the creditors of \$250,000. The Harney company employs over 200 persons.

Mosquitoes Carry Disease

Professor Glen of the Massachusetts department of public health issued a general warning against mosquitoes, declaring that they carry the most deadly of diseases.

Motorcyclist Killed

John W. Olson, 24, of New Bedford, Mass., was killed when his motorcycle on which he was riding ran into a grocer's wagon. Olson fell to his head on a gas lantern.

Professor Putnam Dead

Professor Frederic W. Putnam, 72, died at his home in Cambridge, Mass., after a long illness.

Two Ocean as Tug Boat

The tug boat "Savannah" was towed by the tug boat "Savannah" from New York to Boston.

Chief of Police

Chief of Police of New York City, J. E. McLaughlin, was elected to the position.

Police Officer

A police officer was arrested for the theft of a bicycle.

WILL DECLARE WAR ON TURKEY

Italian Declaration May Be Made at Any Moment

CAPTURE OF CONSTANTINOPLE

Allies Consider It Necessary to Thwart Ambitions of Kaiser—German Fleet Presents Fresh Menace to Russian Port of Riga—Muscovites Unable to Make Stand Because of Swiftness of Russian Advance—French Report Successes in the West

Within the next twenty-four hours Italy may declare war on Turkey.

A number of aggravating acts committed by Turkey in the last few days, especially the holding up of Italian ships who wished to return home from Turkey, have so aggravated the Italian nation that there is a general demand for war on the Ottoman empire.

A fleet of fast cruisers is waiting for orders to start for the Dardanelles and several army corps are held in readiness for the same purpose.

Italy's allies are quite eager to have her join the forces at the Dardanelles, for the capture of Constantinople has now become a paramount object. The resistance offered by the Turks has been far more serious than anyone expected and the British had to land additional forces at the city of Smyrna, where the advance of the forces landed there a few days ago had been absolutely checked by the fierce resistance of the Turks.

The allies will now strain every nerve to reach Constantinople, for the fall of that stronghold would have far-reaching results on the campaign against the Austro-Germans.

The early fall of the Turkish capital would consolidate the Balkan states and line them up on the side of the allies. It would end any ambition of the Kaiser to cut his way through to the Black sea and would be of incalculable value to Russia by opening up a way of supplying her with munitions of war. It would also allow her to export her surplus grain, thus benefiting her allies as well as herself.

The German advance against Russia is still unchecked, and a fresh menace to the big port of Riga on the Baltic is found in the appearance of a big German fleet at the mouth of the Gulf of Riga. A German squadron was beaten off at the same point a few days ago, but this time they are evidently in such force that the Russian fleet had to retreat into the inner waters of the gulf.

Berlin claims that in the fall of Riga they have compelled the Russians in the Kalvaryia and Muzak districts on the East Prussian frontier to fall back. In fact the Russians now appear able to hold their own only in the Baltic provinces, where they are preventing the Germans from advancing.

Besides the capture of Riga the Germans have taken addition Novogeorgievsk forts and, according to their account, have penetrated the outer positions of Brest-Litovsk, the great fortress which is the mainstay of what was expected to be the Russians' new line of defense.

There is no evidence yet of Grand Duke Nicholas' intentions, but military writers think the swiftness of the German advance has rendered it impossible for him to make a stand on the Brest-Litovsk line, which already virtually has been turned by von Mackensen in the south and by his colleagues in the north.

The French have scored two successes in the west, taking a portion of a German trench in Artois after a heavy all day bombardment and making a further advance on the Lingre summit in the Vosges. On both these sectors there has been heavy and continuous fighting in which the French claim to have greatly improved their positions by capturing strategic points and keeping the initiative in their hands.

Italy, according to reports from Rome, is making slow but steady progress against the Austrians on all fronts.

BLOW TO ENGLISH PRIDE

Transport Sunk in Aegean Sea With Loss of a Thousand Lives

The sinking of the transport *Horat Edward*, with a loss of about a thousand lives, is a harder blow to English pride than the loss of several times that number of men in battle.

The news comes as a shock to the public, for it had come to be a boast that Germany, with all her submarines, had been unable in a whole year of war to injure a British transport. And then in the most unexpected location there has come to pass what had come to be looked upon as impossible.

It had always been supposed that the transports most likely to be attacked would be those taking troops to France, but the attack came in the Aegean sea and the victims were troops on their way to the Dardanelles battle line.

The *Horat Edward* carried 1350 soldiers, 35 military officers and a crew of about 200 men. A total loss. An official statement from the admiralty said that there are known to have been saved.

AUSTRIAN CLAIM REJECTED

Austria Absolutely Not to Consider Any Export of Munitions

The state department made this the reply of the United States.

written by Secretary of State Lansing, rejecting views set forth by the Austro-Hungarian government in a recent note contending that exportation of war munitions from America to Austria's enemies was conducted on such a scale as to be "not in consequence with the definition of neutrality."

Though friendly in language and tone, the note fully denies the Austro-Hungarian contentions and recalls that that country and Germany furnished munitions of war to Great Britain during the four years when England's enemies could not import such supplies.

It insists that the American government is pursuing a strictly neutral course and adhering to a principle upon which it would depend for munitions in the markets of the world in case it should be attacked by a foreign power.

The note says Germany has for years done a vast business in selling arms. An embargo, it is pointed out, would bar America's chances to obtain arms if this country were attacked, and would turn every nation into an armed camp if outside purchases were prohibited.

TO ARBITRATE FRYE CASE

Proposition of Germany Is Accepted by the United States

The American reply to the German government on the case of the ship *William P. Frye*, American merchant liner sunk by German sea raiders, was made public by the state department.

The United States agrees to the proposal of the German government that "each of two governments designate an expert to fix the amount of indemnity for the vessel."

Acceptance of such payments, however, shall be without prejudice to the American contention that the sinking was without legal justification. The American government also agrees to the proposal to submit the *Frye* case to a board of arbitration under the Hague agreement.

DEATH OF VANNUTELLI

Was Dean of College of Cardinals and Once Candidate for Papacy

Cardinal Gerardo Vannutelli, dean of the sacred college, died at Rome at the age of 81. He was one of the most influential of those members of the sacred college eligible to the papacy and was a candidate at the time Pius X. was chosen.

The cardinal was born in Genoa and came of a humble family of agriculturists. He was a descendant of the old Roman families whose histories have been linked with the church for centuries.

HURRICANE'S TERRIBLE TOLL

Over a Hundred Lives Lost and \$10,000,000 Property Damage

There are 101 dead outside of Galveston and twenty dead in Galveston from the West Indian hurricane. Missing outside of Galveston total 205. Of the missing list, it is feared more than half are dead.

Galveston is under military rule, with soldiers patrolling the streets and on guard in hotels. Galveston appears to have suffered outwardly much more from wind than from water. The hurricane ripped loose all manner of debris, scattering it everywhere.

The city's most serious loss is the partial destruction of the \$2,000,000 causeway.

Lid on Panama Gambling Houses

As a result of the investigation of charges of graft against the police officials, all the gambling houses in Panama have been closed on the personal order of President Porras.

Killed by Car After Dodging Auto

To avoid an approaching automobile Mrs. Sarah Perrin stepped on a street railway track at Rockport, Me., and was instantly killed by a car which had rounded a curve.

GENERAL NEWS EVENTS

Judge George Z. Adams, 82, widely known in legal circles throughout New England, died at Boston after an illness of six years.

While climbing over a fence along the Boston and Albany railroad at Newton, Mass., Ernest L. Hovey, 24, a fireman, fell a distance of twenty-five feet into a ditch and was killed.

Dr. David B. Johnson of Rock Hill, S. C., was elected president of the National Educational association.

A bankruptcy petition was filed by the Butler Furniture company of Boston, admitting liabilities of \$16,130.45.

Eleven-year-old Edward Williamson of Boston fell into the harbor from a wharf and was drowned.

The steamer *Cretic* of the White Star line has left Naples for Boston to take on another capacity passenger list of Italian reservists.

Fashionable London jewelers are offering for sale pieces of strapless taken from soldiers' wounds, mounted in gold and jewels.

Census returns show Mrs. Susan Gills, a neeress, the oldest person in New York. She is 115.

Another detachment of American marines has been landed from the warships off Cape Haitien.

An earthquake of twenty-five seconds' duration was felt over all southern British Columbia.

Salvatore Lopez, 5, fell six feet from the sixth floor of his home at Boston, but a scalp wound was the only injury sustained.

Hyman Liebman of New York, convicted of killing his 5-year-old daughter, was sentenced to die in the electric chair the week beginning Sept. 15.

The grand lodge of Vermont, Knights of Pythias, elected Fred A. Whitaker of Rutland's Falls grand chancellor.

ARABIC IS SUNK OFF IRISH COAST

Owners Say Big Liner Was Attacked Without Warning

GERMAN SUBMARINE'S VICTIM

Thirty-Two Persons Missing and Believed to Have Perished—Fine Weather and Extraordinary Precautions Prevented Heavy Loss of Life—Largest Steamer Yet Sunk by Germans, Except the *Lusitania*

The big White Star line steamer *Arabic*, formerly a favorite ship of the Liverpool-London service, but which on her present trip was on the way to New York, was torpedoed and sunk by a German submarine south-east of England.

The steamer, according to a statement of the White Star line, was attacked without warning and went down in ten minutes. Of the 223 persons on board—181 passengers and 42 members of the crew—thirty-two are missing and are believed to have perished. Most of those who have not been accounted for belong to the crew. Only six of the passengers are reported missing.

Whether any of those not accounted for are Americans has not yet been determined, but there were only twenty-six citizens of the United States on board, twenty-two being in the second cabin and four in the steerage. The *Arabic* carried no first-class passengers, having lately been turned into a two-class liner.

The survivors, who left the steamer in the ship's boat and were picked up later by passing vessels, have arrived at Queenstown. They are being accommodated by the White Star line in hotels and boarding houses in the town which an hour's time ago cared for the survivors and the dead of the *Lusitania*.

Details of the sinking of the *Arabic* are lacking, but that the loss of life was not greater doubtless was due to the fact that the weather was fine and that although plying the German submarine zone now keep their boats away out and otherwise are prepared for emergencies.

The torpedo that sank the *Arabic* struck her on the starboard side 100 feet from the stern. The vessel had left Liverpool Wednesday afternoon and taken a southeasterly course, well off the Irish coast, doubtless with a view of avoiding the submarines which frequent the waters nearer the shore.

Some fifty miles west of where the *Lusitania* was sunk in May the German underwater boat rose to the surface and launched a torpedo. The marksmanship of the Germans, as in the case of the *Lusitania*, was deadly, and, like the *Lusitania*, the *Arabic* quickly settled and disappeared.

Some of the survivors, according to reports, say they had just witnessed the torpedoing of a British steamer, presumably the *Thames*, and that this had caused great alarm on board the *Arabic*. In their fright the passengers had rushed for life preservers and had barely adjusted them when the German submarine turned its torpedo against the vessel's side.

Ten lifeboats and a number of life rafts were quickly put over the side of the steamer and into these a large number of the passengers and members of the crew scrambled. Many of the passengers, however, fell into the water with the shock of the explosion, but they got hold of the rafts and later were rescued. One woman who fell into the sea screamed pitifully for help. The weather and tidal conditions being favorable, two sailors swam to her assistance and succeeded in lifting her upon a raft.

Among those who were rescued were Captain Finch, commander of the *Arabic*, all the deck officers, the chief engineer, the surgeon, the purser, the assistant purser, the chief steward and the third-class steward. Third Engineer Luson is among the missing.

One of the passengers on board was Kenneth Douglas, English actor. Douglas was on the *Lusitania* when she was sent to the bottom. His good luck followed him again, for he is among the survivors.

When the news of the sinking of the *Arabic* reached London it caused a tremendous sensation. The first reports stated that it was feared a large number of the passengers had been lost. Crowds soon gathered at the White Star offices, making anxious inquiries as to friends and relatives who had taken passage on board the *Arabic*.

Reassuring news came soon, however, to the effect that several boats and life rafts had left the steamer safely and been picked up and were being towed into Queenstown. Later private telegrams brought the news from most of the passengers that they were safe, although some of them were injured.

Captain Finch for some years has been in command of the *Arabic*. The steamer is the largest yet sunk by the Germans, except the *Lusitania*.

The *Arabic's* tonnage was 15,301 gross and 10,922 net. She was 600 feet long, 55 feet beam and 41 feet in depth. She was built in Belfast in 1903.

The patron steam company of Augusta, Me., has just signed another contract for ships for the Italian army.

The manufacturers of Bridgeport, Conn., have declared in favor of a fifty-four-hour week in all shops.

William H. Hunter, 52, prominent as a cotton leader at Newport, R. I., and in Boston, died at his Newport home.

BODY PLACED ON EXHIBITION

Underlaker's Shop Stormed Following Lynching of Frank

TAKEN FROM GEORGIA PRISON

Well-Organized Plan Carried Out by Mob, Who Rush Prisoner to Spot Near Mary Phagan's Grave and Swing Him From a Tree—Prison Guards Put Up No Fight

The body of Leo M. Frank was on public exhibition at Atlanta. The city was almost in a carnival spirit and made the occasion of the lynching of the convicted slayer of Mary Phagan a holiday.

The streets were jammed with people. Thousands stormed the undertaker's rooms and demanded a view of the body, to make sure that it was that of Frank. Most of them were admitted, until the crowd became so dense that traffic was blocked, when the police intervened.

Boys selling postcards bearing pictures of Frank's body hanging did a thriving business in the streets. The police made no attempt to stop them.

Dangling in a grove within a stone's throw of the birthplace of Mary Phagan, Frank's body, lynched by a mob, perfect in its preclusion and organization, was cut down at Marietta while threats of execution were being made by members of the big crowd present.

Hurried to the village square, two miles distant, in an undertaker's wagon, attached to horses that were driven so furiously that foam flecked from their lips, the body was then transferred to an automobile, resting lengthwise across the tonneau, and rushed to Atlanta, followed by a trail of automobiles.

Attempts were made by telephone to intercept the machine, but to no avail. An undertaker's ambulance met the corpse-bearing machine at the outskirts of the city and conveyed the body in safety to an undertaking establishment in Atlanta. It was there embalmed, after being viewed by thousands of people, and at midnight was carried to the depot to be carried to Brooklyn, where the funeral will be held.

No arrests have been made. Governor Harris has instructed officials of Cobb county to exert every effort to apprehend the lynchers, but no state nor county rewards have been offered.

The death of Frank was the outcome of weeks of deliberate study and planning. It was executed with business-like skill and precision. The living victim, fully conscious and aware of his impending fate, was transported more than 100 miles.

That Frank was dead was not even known until his body was found hanging from a tree a short distance off the highway into Marietta. Wrenched by the rope which strangled him, the gaunt recently cut in his throat by William Green, the fellow-convict who tried to murder him, had gaped open. From the wound blood had stained his prison clothes. His wrists were manacled.

That Frank was alive at the time he was strung up is undisputed. His body was warm, and there was still a faint throbbing of pulses when it was first discovered.

Frank was taken from the state farm at Milledgeville shortly after 10 o'clock Monday night, after the prison authorities had been overpowered and was thrown into an automobile.

The mob dragged him from the hospital on the Milledgeville prison farm. Or all the armed guards on the farm not one raised a hand to protect Frank.

Although Governor Harris has announced that he personally will head the inquiry into the lynching and bring the guilty parties to book, other prominent citizens both in Atlanta and Marietta openly scoff at any attempt to prosecute the members of the lynching party.

Death of General Black

General John C. Black, Civil war veteran, former congressman, former United States commissioner of patents and a member of the United States civil service commission, died suddenly at Chicago. He was command-

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OUR PUBLIC FORUM



Peter Radford
On Church and State

The recent action of one of the leading churches of this nation, in annual convention, demanding that the laymen vote only for candidates for office whose views coincide with those of the clergy on one of the leading political issues, and direct and indirect efforts of other church organizations to interfere with the freedom of the ballot, make one of the greatest perils of this age, and present a problem that should receive thoughtful consideration of both laymen and citizens.

Suckling babes may well squirm in their cradles when ministers in convention assembled release the herds of men and grab them by the throat, for Christianity has broken down, religion has become a force and the pulpit a failure. When the church substitutes force for persuasion, command for conviction and coercion for reason, the sheriff had as well pass the sacrament, plain-clothes men take charge of the altar and policemen bury the dead, for why a church?

It is as degrading a crime against government for a minister to undertake to deliver the votes of his parishioners to a candidate, as it is for a ward heeler to deliver a block of votes to a political boss, and both ought to be prosecuted, for the law should be no respecter of persons.

It is as objectionable for a convention of ministers to seek by canonical law to control the votes of church members as it would be for a convention of manufacturers to issue orders for their employees to vote for a certain candidate. Such conduct is offensive to decency, business morals and a crime against society. Any convention, whether composed of saints or sinners, rich or poor, white or black, that seeks to prostitute power and coerce conscience ought to be broken up by the police and its leaders arrested for treason.

A crime by any other name is a crime just the same. An ecclesiastical robe cannot sanctify treason, authority to preach does not carry with it license to become a political ringmaster, or the right to teach us how to pray give a permit to tell us how to vote. No man in joining the church should sacrifice his citizenship, forfeit his constitutional liberties or subordinate his duty to the state. The earth many times has been drenched with the blood of our forefathers fighting to throw off the ecclesiastical yoke from the state, and the suggestion of a return to these medieval conditions with their horror and their torture should not be tolerated for a moment.

Laws should be passed prohibiting any preacher, or combination of preachers, from delivering or attempting to deliver their membership or congregation to any candidate for office, and suitable legislation should be passed preserving the sanctity of the pulpit from political vandals. It is as much a menace to church and state for a politician to occupy the pulpit as for a minister to preach a political sermon. He has no more right to preach his politics from the pulpit than a teacher has to teach his politics to his pupils. A preacher cannot make political trickery righteous by usage any more than he can make profanity respectable by practice. It is one of the ironies of fate that a preacher may become a scandal as well as a glory to civilization.

OUR PUBLIC FORUM



R. P. Schwerin
On the Seaman's Bill

The American plowman are interested in sea commerce. It is expensive and likewise humiliating to have to salute a foreign flag every time a farmer wants to ship a bushel of wheat, a bale of cotton or a pound of farm products across the ocean. The American farmer is entitled to the protection of his flag in sending his products across the sea, and Congress should give such encouragement to shipping interests as is necessary to meet foreign competition in ocean commerce. A recent bill known as the Seaman's Bill because a law under the President's signature and Mr. R. P. Schwerin, vice-president of the Pacific Mail Steamship Company, when asked to defend this law and outline its effect upon American steamship lines, said in part:

"The bill provides that no ship of any nationality shall be permitted to depart from any port of the United States unless she has on board a crew not less than seventy-five per centum of which, in each department thereof, is able to understand any order given by the officers of such vessel, nor unless forty per centum in the first year, forty-five per centum in the second year, fifty per centum in the third year, fifty-five per centum in the fourth year after the passage of this Act, and thereafter sixty-five per centum of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seamen."

"The overseas trade of the world is competitive, therefore the original cost of the ship and the operation of the ship have to be reckoned with in the keen competition of these rival nations with one another. The Oriental sailor is obedient and competent and is the cheapest sailor in the world. It is therefore manifestly clear that if this law applied to all nationalities in the trans-Pacific traffic, all would be on the same economic basis, but it works a single hardship to all the ships of the world, except the Japanese and American ships, and with the latter it works two hardships. With the European, the cost of constructing a ship is no higher than the cost of constructing a Japanese ship, but if they had to provide European crews, while the Japanese operated with Japanese crews, the condition of competition would be such that they could not overcome the handicap and they would be driven off. But the American ship would have to contend not only with the tremendous increase of cost of wage in the substitution of the European crew for the Chinese crew, but also the greater initial cost of the ship. As the Japanese have now done away with their European officers and Japanese crews, all of whom speak a common language, there is no difficulty for them to comply with all the conditions of the bill and continue their Japanese crews, with Oriental wages."

"The law, therefore, instead of assisting the American ship, adds another heavy burden, while it places none whatever upon the Japanese ship, but, on the contrary, turns over to the Japanese the traffic of the Pacific Ocean, which the American ship is forced to forego by act of Congress of the United States."

OUR PUBLIC FORUM



Peter Radford
On Too Many Lawyers.

When the sheriff cries out "Oh! yes, Oh! yes, the court is now in session," the farmer should tighten the belt around his belly for it is he who pays the cost. When the lawyer says "May it please the court," the farmer has to shorten the skirts of his children for they must foot the bill and when the legislature announces "Be it enacted," unborn babes may well kick against their prison walls for they may live to pay the penalty. We have too many laws, too many lawyers and too much government. No man dares to run a business without lawyers to the right of him and lawyers to the left of him. Responsive litigation and excessive legislation are clogging the wheels of progress. To meet this situation the railroads are oftentimes compelled to take off a train and put on a lawyer; the manufacturer is oftentimes compelled to take down a furnace and put on a lawyer; the farmer is oftentimes compelled to sell a steer to pay the lawyers, for the man who dies in the ground usually pays the freight and every article which he buys carries on the price tag court costs and lawyers' fees.

There are in the United States 118,000 lawyers and about twenty thousand courts of various jurisdiction which cost the people of this nation approximately \$1,000,000,000 per annum. It costs more to run the legal affairs in this nation than it does to clothe all the people. It costs more to settle legal disputes than it does to run our educational and religious institutions and care for the health of all the people combined. Less than three per cent of our population are able to employ lawyers to interpret the mass of legal lore that burdens our statute books. The remaining ninety-seven per cent have to take the raw stuff right out of the mill.

We are a government by lawyers and for lawyers. It is they who are responsible for the legislative curia, espionage, unrest and business disturbance that infect our statute books, for at the source of most every law is a lawyer. They have in no case lowered the price of the commodity or benefited the people but they have burdened industry and restrained commerce and have built up their profession until it dominates government, tyrannizes business and terrorizes progress.

There is no more valuable citizen in our land than a patriotic, able, conscientious lawyer, seeking to direct the ship of state through the tortuous channels of 50th century civilization; piloting a business through the legislative billows that dash with maddened fury across its pathway and whose genius can calm the fear and command the confidence of the people in the integrity of Republican institutions; but there is no greater peril to society than a political lawyer who seeks to prostitute government, stain business with suspicion and arouse distrust in the minds of the people. Unfortunately the latter class are a strong factor in the profession, oftentimes in high places, and unless the better class unite in driving the quacks from their midst an outraged public opinion will administer a rebuke that will humble the pride, crush the hope and smash the power of the profession and reduce its possibilities to ashes.

High Fliers.
"How high can you go, Mr. Moon Planet?" "Oh, miss, the sky's the limit."—Buffalo Express.

Her Way.
"She says she never, however true." "No, that's a thing she professes to give."—Idaho.

Murderess.
"Isn't that girl a talk killer?" "She sure does murder the king's English."—Baltimore American.

Worry.
"Don't do any worrying today that you can put off till tomorrow."—Chicago News.

OUR PUBLIC FORUM



Hon. Elihu Root
On Woman's Suffrage

The question of Woman Suffrage is an issue before the American people. Twelve states have adopted it, four more states vote upon it this fall and it is strongly urged that it become a platform demand of the national political parties. It is therefore the privilege and the duty of every voter to study carefully this subject. Hon. Elihu Root, in discussing this question before the constitutional convention of New York, recently said in part:

"I am opposed to the granting of suffrage to women, because I believe that it would be a loss to women, to all women and to every woman; and because I believe it would be an injury to the state, and to every man and every woman in the state. It would be useless to argue this if the right of suffrage were a natural right. If it were a natural right, then women should have it though the heavens fall. But if there be any one thing settled in the long discussion of this subject, it is that suffrage is not a natural right, but is simply a means of government, and the sole question to be discussed is whether government by the suffrage of men and women will be better government than by the suffrage of men alone."

"In my judgment, sir, there enters no element of the inferiority of woman. It is not that woman is inferior to man, but it is that woman is different from man; that in the distribution of powers, of capacities, of qualities, our Maker has created man adapted to the performance of certain functions in the economy of nature and society, and woman adapted to the performance of other functions."

"Woman rules today by the sweet and noble influences of her character. Put woman into the arena of conflict and she abandons these great weapons which control the world, and she takes into her hands, feeble and nerveless for strife, weapons with which she is unfamiliar and which she is unable to wield. Woman in strife becomes harsh, harsh, unlovely, repulsive; as far removed from that gentle creature to whom we all owe allegiance and to whom we confess submission as the heaven is removed from the earth."

"The whole science of government is the science of protecting life and liberty and the pursuit of happiness. In the divine distribution of powers, the duty and the right of protection rests with the male. It is so throughout nature. It is so with men, and I, for one, will never consent to part with the divine right of protecting my wife, my daughter, the women whom I love, and the women whom I respect, oversteering the birthright of man, and place that high duty in the weak and nerveless hands of those designed by God to be protected rather than to engage in the stern warfare of government. In my judgment, this whole movement arises from a false conception of the duty and of the right of both men and women."

"The time will never come when the line of demarcation between the functions of the two sexes will be broken down. I believe it to be false philosophy; I believe that it is an attempt to turn backward upon the line of social development, and that if the step ever be taken, we go centuries backward on the march towards a higher, nobler and purer civilization, which must be found not in the confusion, but in the higher differentiation of the sexes."

OUR PUBLIC FORUM



Ralph Peters
On Railway Mail Pay

A controversy has been raging in the columns of the press between the railroads and the Federal Post Office Department over the question of proper compensation for handling the United States mails. Mr. Ralph Peters, Chairman of the Railway Mail Committee, when asked to state the railroad side of the controversy to the American farmer, said in part:

"The railway mail pay question will be settled—and settled permanently and with justice to all concerned—as soon as the American people realize that the whole subject, while seemingly complicated and technical, boils down to a few simple points of fair business dealing which no one need be a rate expert to understand."

"The first is that the Post Office Department weighs the mails, and re-adjusts the pay of the railroads, only once in four years. This compels the railroads to carry the increase in the mail tonnage during the intervening years without pay—manifestly an injustice in the case of a rapidly growing business. One consequence has been that last year the railroads carried fully half the parcel post for nothing."

"A second point is this: In addition to carrying the mails, the railroads are required to operate many traveling post offices for sorting and distributing the mails while in transit. But the Post Office Department pays for such post offices only where they occupy whole cars, and pays nothing in the many cases in which it merely requires the use of post office apartments in combination cars, although such apartments differ from the full railway post office cars only in size. More than 4,000 apartments of this character have been fitted up, and are maintained for the exclusive use of the Post Office Department. Failure to pay for them has been an especial hardship to the smaller roads on which the Department does not find it necessary to utilize whole cars."

"One last point: In thousands of instances (though not in all) the Post Office Department requires the railroads to carry the mails back and forth between railroad stations and post offices, but pays them nothing for this extra service beyond the rates covering the rail transportation. The railroads have no choice but to perform this additional service gratis, or refuse to carry the mails at all."

"Now for the remedies the railroads ask: They do not ask to have the mails weighed daily, or to have each shipment weighed and paid for separately, as is done in the case of private shippers. They merely ask to have the mails weighed, and the pay of the railroads adjusted, at least once a year, instead of once in four years. They also ask that apartment post office cars be paid for, at reasonable rates, according to size. Lastly, they ask that the Post Office Department cease to require of them free messenger service between stations and post offices, and either relieve them of this service or pay fairly for it. These are the reforms the railroads ask of Congress. They gladly lay these reforms before the public, confident that they will appeal to the common sense and fairness of American voters."

ELBERT HUBBARD

The greatest loss the world has suffered from the European war was the death of Elbert Hubbard. Navies may be sent to the bottom of the sea, cities razed to the ground and the products of farm and factory reduced to ashes; they can be replaced, but the pen of Elbert Hubbard is stilled forever.

His was a "Little Journey" through life but he saw more beauty, usefulness and power than any traveler of his day. He did not have to visit the fountain of genius, climb the mountain tops of achievement or touch the milestones of progress to stimulate inspiration. His Creator planted in his breast a well spring of human thought that gushed forth from the reservoir of divine power—a gift from the gods. Life flowed through his heart more freely and human emotions stirred his mind more completely than that of any other man of his generation.

He is the greatest literary product of this commercial age, the most masterful "ad" writer the world ever produced and has contributed more toward understanding and appreciation of industry than any thinker who ever penned a line or hummed a tune on this planet. He was the most accurate historian of human nature, the most capable sculptor of human thought and the most able painter of human action of the age in which he lived.

The ocean waves may tenderly kiss his body (as well, the salt of the sea corrode his pen but his spirit will live on and on forever and wield an influence in directing the lives of men and shaping the destinies of nations so long as time lasts, men think and society exists.

CASTORIA

For Infants and Children
In Use For Over 30 Years
Always Bears the Signature of *Carl H. Wittich*

OUR PUBLIC FORUM



Otto Kahn
On Financial Farm Loans

Every citizen who desires to become capable in business should study banking, and every lawyer who wants to see the business of agriculture properly financed should study diligently the financial systems of other industries. All other lines of industry have developed financial facilities adapted to their needs. We have all sorts of financial syndicates authorized by law or custom to deal in a certain line of securities, but in none of these financial channels will farm securities travel without a bonus in the way of an excessive rate of interest or heavy discounts.

"The most powerful financial institutions in America are private banks and they are the most important to the financial life of industry. In no line of business does honesty, efficiency and stability make more imperative demands than upon private bankers, whose greatest asset is the confidence of the buying public in his business judgment and integrity. Mr. Otto Kahn of Kahn, Loeb & Company, when asked to state the relation of the private banker to the business of the nation, said in part:

"One of the most important functions of the private banker is to be the instrument for providing the money needed for the efficient conduct and development of railroads and other industries. He does this by buying securities in bulk from those needing capital, for which purpose he usually associates himself with a large number of other financial houses, great and small, thus forming what is called a syndicate. Having in this way concluded the buying transaction he offers to the public the securities purchased by means of advertising, circulating and through the facilities of the retail houses included in the syndicate, many of whom employ traveling salesmen. Of course the banker and the syndicate count on a reasonable profit for their services; on the other hand they run the risk of the securities, which they have definitely bought and paid for at a fixed price, remaining on their hands wholly, or in part, if the public, for one reason or another, should be unwilling to buy them. The selling of securities is a highly specialized trade, requiring much experience, organization, machinery and activity. This is one of the reasons why corporations do better in offering securities to the public through bankers than if they offered them direct. This willingness of the public to buy depends upon their confidence in the integrity and the judgment of the banker who makes the offer, and a banker who attempts to mislead the public, or who is deficient in care or judgment, would very soon find himself without customers and, therefore, out of business. In many European countries, the functions of the private banker include the placing of bonds secured by farm mortgages. Bonds of this nature are limited in large quantities by mortgage banks who buy mortgages on farms and other real estate and deposit them as security for their own bonds, which in turn are sold to bankers. It is to be hoped that similar institutions will, in course of time, be created in America, thus placing the farming industry on a par with other important industries in facilities to obtain capital."

OUR PUBLIC FORUM



F. C. Howe
On The Advantages of Free Ports

Mr. F. C. Howe, Federal Commissioner of Immigration, who is one of the best American authorities on marine commerce, in discussing the relation of free ports to the development of sea trade said in part:

"Ships will go hundreds of miles out of their way to avoid ports surrounded by a tariff wall. The only way, therefore, for a country with a tariff to compete in the shipping world with a free-trade country is to establish free ports at strategic points along its coast line. Germany has done so, and in a comparatively short period has built up a carrying trade which before the war was seriously threatening England's supremacy. Hamburg, one of the three German free ports, now ranks as the second greatest seaport in the world, its total foreign commerce in 1912 being only \$8,000,000 under that of New York."

"The free port would offer great opportunity for financial operations, now made possible by the recent currency act. It would stimulate international banking, and would tend to shift the financial center of the world to this country. And America, by the logic of events, has become the natural center for the world's financing, just as London became that center several centuries ago, when it shifted from the cities of the Netherlands. But the financial center will only move to this country when it becomes a clearing house of goods as well as of money. For credit the world over is created by currently created wealth in transit or change so that our financial expansion is dependent upon the opening up of American ports to the clearance of the wealth of the world. A port should not operate to yield a return on the investment, but to develop the prosperity of the country." In recapitulating the advantages, Mr. Howe brings out the importance of the free port in developing our shipping and linking us with South America, Asia and Africa, and then concludes:

"The most important gain is the direct gain to America. It will cheapen commodities by bringing great quantities of goods to our doors for importation or export, as trade needs demand. It will stimulate the growth of exporting houses, which can hold goods for an indefinite period without payment of tariff dues (often equal to the cost of the article itself) for disposal to meet the trade demands of the whole world. It will uphold international credit and shift to America an increasing and ultimately a predominant share in international exchange."

"Finally, America is the natural country to be the counter of the world. Its sea-coasts face every other continent; it is the greatest of all reservoirs of raw materials and foodstuffs. In iron and steel and standardized production it is in a position to compete with the world. But international trade (and this is always overlooked) must be reciprocal. It cannot be one-sided. And credit balances cannot for any prolonged period be paid in gold. They can only be paid by exchange of wealth."

OUR PUBLIC FORUM



F. A. Vanderlip
On The Business of Banking

The farmers of this nation to come into their own must study business. We must, as a class, understand the fundamental principles that underlie every industry, its functions to society and its relation to agriculture, for there can be no intelligent co-operation without understanding. Mr. F. A. Vanderlip, president of the National City Bank of New York, when asked "What is a Bank?" said in part:

"The first and most familiar function of a bank is that of gathering up the idle money of a community, small sums and large, and thus forming a pool or reservoir upon which responsible persons may draw as they have temporary use for money. It is evident that this makes large sums in the aggregate available for the employment of labor and the development of the community. But much more is accomplished than the use of the money actually deposited in the banks, for by the use of drafts, checks and bank notes the efficiency of money is multiplied several times over. A very large business, for example one of the great beef packers, may use very little actual money; on one side of its bank account will be entered the checks and drafts it is daily receiving from everywhere in payment for meats, while on the other side will be entered the checks it draws in payment for cattle, etc., its only use of money being for small payments, to labor and otherwise."

"If there were but one bank in a community and everybody paid all bills by drawing checks on that bank, and everyone receiving a check immediately deposited it in the bank, the amount of money in the bank evidently would not change at all and the entire business of the community would be settled on the books of the bank. And the situation is but slightly changed when there are several banks, for they daily exchange among themselves all the checks they receive on each other, which practically offset themselves, although the small balances are paid in cash. This is called 'clearing,' and in every large city there is a 'Clearing House' where representatives of the banks meet daily to settle their accounts with each other."

"A bank is constantly receiving from its customers, particularly those that are shipping products to other localities, drafts and checks drawn on banks in other cities, which it usually sends for deposit to a few correspondent banks in the central cities with which it maintains permanent accounts. In this way these scattered credits are centralized and the bank draws upon these accounts in supplying customers with the means of making payments away from home. As each local community calls and buys about the same amount abroad in the course of a year, these payments largely offset each other. It is evident that the banks are very intimately related to the trade and industry of a country. The banker is a dealer in credit much more than a dealer in money, and of course his own credit must be more guarded. He exchanges his credit for the credits acquired by his customers, and lends credit for their accommodation, for he must conduct the business with real judgment that he can always meet his own obligations with cash on demand. This is the essential thing about bank credit, that it shall always be the same as cash."

Invited.
"Why did you write this last?" asked the court.
"He told me to write my last," replied the prisoner.
"But that's not true," said the court.
"But, your honor, I was drinking stout at the time."—Buffalo Express.

A Bitter Party Man.
"Do you promise to have, later on, another party?"
"Yes," said the politician.
"When?"
"After the election."—Hartford Courrier Journal.

Expensive.
"There is a very nice apartment house."

Wife.
"I saw him on the street with his wife."—Buffalo Express.

Historical and Genealogical.

Notes and Queries.

In sending matter to this department the following rules must be absolutely observed:

1. Names and dates must be clearly written.
2. The full name and address of the writer must be given.
3. State all queries as briefly as possible with clearness.
4. Write on one side of the paper only.
5. In answering queries always give the date of the paper, the number of the query and the signature.
6. Letters addressed to contributors, or to be forwarded, must be sent in plain stamped envelope, accompanied by the number of the query and its signature.
7. Direct all communications to:

MISS E. M. TILLEY,
Newport Historical Rooms,
Newport, R. I.

SATURDAY, AUGUST 21, 1915.

NOTES.

EXTRACT FROM THE REV. DR. EZRA STILES'S MANUSCRIPT: COPY by Mr. B. B. Howland, now in possession of the Newport Historical Society. Concluded.

LORDS DAY MAY 31, 1772.

In the public Congregation, after sermon, I baptized Peter a Negro Infant, servant of Dr. Bartlett. An unbaptized Negro woman Violet, it's mother, held up the child; the master standing in an adjoining pew. Previous to the administration I read the following writing, with a particular address to the said Master: "In an ancient Covenant established with Abraham, God ordained that he that is born in thy House and he that is bought with thy money, must needs be circumcized."—Gen. XVII: 13. Baptism succeeds as the initiatory Seal of the covenant in the room of circumcision. And the subjects of both are the same. Accordingly we read that Lydia and her Household, Stephanas and his household were baptized. This child as a servant of Dr. Bartlett our Brother, is to be baptized on account of his master; whom, on this occasion, I shall lead to an engagement used by a minister of the apostolic age, and who was ordained by the hands of the Apostle Paul, viz: Dionysius the Areopagite; who says that in administering Baptism to Infants, those who assumed upon them the care of their education, made the following engagement—to which, you, sir, will please to attend.

"You engage for this child that as it comes to a mind capable of understanding holy things, you will by your religious counsels direct and persuade it, to renounce and keep itself entirely separate from evil, to profess our holy Religion, and to live accordingly to such a Profession.—Thus you promise."

Jan. 28th, 1789, Benjamin Baker and Martha Simpson, both of Newport, married by Ezra Stiles.

Marriage had hitherto been performed within the Colony of Rhode Island by the Civil Magistrates, Quakers and the Episcopal Ministers; but upon joint application of the Congregationalists and Baptists, an act passed the General Assembly at the session on the first Monday in December 1783, empowering the Ministers of these two denominations and of every society of Christians to join persons together in marriage.

Oct. 26, 1784. My Meeting House was set on fire by a flash of lightning which struck the North East corner near the lower window. It was happily extinguished with little damage. The same flash was also seen to discharge on the Rev. Mr. Vinal's Meeting House which appeared all over illuminated being wet with rain, but not fired. But it struck at the same time and set fire to the Tower of the Episcopal Ch. where it was also extinguished. These then are the only places of Public worship in this Town, which have Steeples thro' which unquestionably the discharge and communication between the clouds and the earth was formed. Had the steeples been furnished with Dr. Franklin's Iron pointed Rods, the Electrical fluid might probably have been conducted off without any Revolution. The Thunder gust came up in the night and had the lightning struck before day, the fire might have become inextinguishable before discovery in which case a considerable part of the Town might have been laid in ashes; but it striking about six or seven o'clock in the morning, and the smoke at my Meeting house being seen to arise at the instant of percussion, the town was alarmed and therefore immediately put out. A merciful God prevented the impending desolations.

August 20, 1766. Dr. Franklin's Electrical points were erected atop the spire of my Steeple. From the Iron Spindle there descended two lines of Iron Rod or wire down the N. E. and S. E. corners of the Steeple to the ground. The points were of large Brass wire extending about a foot above the vane. These are the first and only Electrical Rods erected in the Colony of Rhode Island upon any Meeting houses or other public buildings. And I think there is but one private house in the Colony guarded with them. In Boston, Cambridge and a few other places in New England, points have been lately erected upon a few Meeting houses and the Colleges.

(The End)

Queries.

8301. ASH, WALKER—Would like any information concerning Lawrence and Mercy Ash of Marlborough St., Newport, of whom Adam Walker, a loyalist, bought some property in 1778. I have no knowledge as to their political opinions but am mainly interested in their (possible) family connection with Adam Walker.—E. A. J.

8302. PECKHAM—James (5) Peckham, (Stephen (4), Stephen (3), Stephen (2), John (1)) born May 11, 1755, married Dec. 23, 1781 Phebe Smith and removed to Oxbloom, New York. When and where did he die? Did he marry twice? Who were his children?—J. A. P.

8303. PECKHAM—Wanted, parents of Thos. Peckham who m. Elizabeth, daughter of Anthony Wilbur of Newport, R. I. Also children of Thomas and Elizabeth.—J. A. P.

8304. PECKHAM—Wanted, ancestry of James Peckham formerly of Providence, R. I., who m. Eliza French at Salem, Mass.—J. A. P.

8305. BARCOCK—What was the maiden name of the wife of Deacon Gideon Barcock of Newport, R. I. When was she born? When did she die?—J. A. P.

8306. WOOD—Wanted, the ancestry of Mary —, b. 1639, d. Nov. 11, 1748, who married, 1688, John Wood, d. Feb. 22, 1740, and had daughter Hannah Wood who was b. at Little Compton Oct. 7, 1701 (?), d. June 14, 1730, married Jan. 6, 1721.—T. E.

ANSWERS.

8270. STILLMAN, BURDICK—George, son of George and Deborah (Crandall) was born Feb. 1718-14. A son George was born 1739 and died June 15, 1817. Census of 1776 shows a George Stillman as Captain, 3d Co. Militia of Westerly, also George, Jr., a Private in Capt. Stillman's Co. of Militia. The Colonial Records indicate that George Stillman was retained as Capt. of the 3d Co. from May, 1777, to May, 1781. It would thus appear that it was George, Senior, who served as Capt. of this Company, although he would have reached the age of sixty-eight at the conclusion of the war. A George Stillman also served as First Lieutenant of Marines on the Sloop Warren, June 14, 1776. Joseph, Jr., is shown on the Census of 1776 as a Private in Capt. Stillman's Company.—H. B.

8274. WORDEN, PENDLETON—Edward G. Worden who is compiling the Worden genealogy is authority for the following ancestry of Sarah Worden: Sarah, youngest daughter of (4) Isaac Worden and wife Rebecca, born March 3, 1702; married Joseph Pendleton at Westerly, R. I., January 9, 1723. The earliest record of the Wordens in America is (1) Peter Worden, (2) Son Peter Worden, 2nd, and wife Mary had son Samuel, (3) Dr. Samuel Worden and wife Hopestill Holley has (4) son Isaac.—H. B.

MIDDLETOWN.

(From our regular Correspondent.)

Rev. W. I. Ward of Newport supplied the pulpit at the Middletown M. E. Church on Sunday afternoon in the absence of Rev. E. E. Wells. Mr. John H. Peckham was the soloist. The evening service was omitted. Next Sunday afternoon Rev. N. J. Sproul of Newport will officiate.

Miss Marguerite Ritchie, having decided to give up teaching, has resigned and Miss Nora K. Shea of Newport has been engaged by Superintendent Joel Peckham, to take Miss Ritchie's place as teacher at the Wetherbee School.

Mr. William C. Spooner is building a silo and is putting in the foundation himself.

Mrs. Wade of Boston, mother of Rev. Latta Griswold, and Mrs. Laidley of St. Louis, Mr. Griswold's aunt, are spending a portion of the summer on Paradise avenue.

The walls of the interior of the town hall are to be painted. Much repair work has been necessary as the former coating of kalsomine had become much defaced by leakages.

Mr. Beck Anderson, a fisherman, who has long resided in the family of Mr. Harry Hazard, was operated upon Saturday at the Newport Hospital for appendicitis.

St. Columba's Guild has secured a water connection for the Berkeley parish house from the artesian well of Mr. Howard R. Peckham, for the sum of ten dollars a year. The supper committee have been greatly handicapped by lack of drinking water, there being only a pump from the cistern. Messrs. Edward I. Peckham and his brother, W. Clarence Peckham are contributing considerable of their time to help the project along. The distance is some 300 feet.

A party from the M. E. Church parish visited the Wyoming on Saturday afternoon. They were met at the Government Landing by Walter Strong, one of the seamen who spoke at the Church in July, and were escorted by him over the battleship.

Some \$250 was realized as the result of the annual fair held at the Berkeley Parish House early in the month for the benefit of St. Columba Chapel.

A business meeting of St. Mary's Choir Guild was held with the president, Mrs. Charles Weaver on Thursday. An informal reception, later in the afternoon, was tendered Rev. and Mrs. Frank C. Harrington of Pascoag. Mr. Harrington is supplying at the churches of St. Mary's and the Holy Cross for the month of August.

Miss Mary L. Hart returned this week to Boston to resume her duties at the Homeopathic Hospital after a two weeks vacation spent with her parents, Mr. and Mrs. Wm. V. Hart.

A pleasing program is being prepared by the young people of Aquidneck Grange for the meeting on next Thursday evening. Novel features will be introduced through the co-operation of Miss Arden Peckham one of the playground instructors in Newport.

Mr. and Mrs. Frank Lewis are entertaining Miss P. A. Lewis of Kingston, Mrs. J. E. Clossen and Mrs. C. B. Palmer of New York, and Mrs. George E. Mason of Providence.

Mrs. William Irish entertained the Epworth League at its weekly cottage service, her daughter in law, Mrs. George H. Irish presenting as the subject, "How to make the world happier."

The establishment of factories for the spinning of the down of thistles as a substitute for cotton, not only for the manufacture of clothing but for war use, is urged in an article published by the Neueste Nachrichten of Leipzig. The article is regarded in Paris as shedding light upon the urgent need in Germany for cotton as a base for smokeless powder.

There was a good attendance at the hearing given by the United States Engineer Department in the old State House on Thursday, relative to the desirability of establishing anchorages and free ways in the harbor under the authority recently conferred on the Engineer Department. A proposed map will be hung in the engineer office for two weeks before recommendations are made to the department at Washington.

Mrs. Josephine Lloyd Hitchcock, mother of Mrs. Charles S. Whitman, died at the Hotel Buckingham in New York Thursday night. Mrs. Whitman, who is the wife of the Governor of New York, was with her when she died.

Former Mayor William MacLeod is taking the course of military instruction for business and professional men at Plattsburg, N. Y.

The Aina Life Insurance Company

IS PAYING ANNUALLY OVER

FIFTEEN MILLION DOLLARS

TO POLICY HOLDERS

DAVID J. WHITE, Manager,

1005 Turks Head Building,

Providence, R. I.

MACKENZIE & WINSLOW, Inc.

Successors to H. L. Marsh & Co.

Hay, Grain, Feed, Salt and Poultry Supplies.

ELEVATOR, MARSH STREET,

STORE, 162 BROADWAY

Telephone, Elevator, 208

Store, 181

A Store of "Specialties"

Like 40 distinct perfectly equipped stores—each doing its utmost to do, in its particular line of work, more than any other store could to please its patrons.

A china store, a lamp store, a rug store, a furniture store, all united in one big organization constantly planning to please by a kind of store service that anticipates your wants and satisfies.

The stove store holds something particularly helpful to you these hot sticky days—a gas stove. No need to tell you how 'twould lighten Summer's burdens—you know that without the telling. Best that's made is here Why not?

A. C. TITUS CO.

225-229 THAMES STREET,

NEWPORT, R. I.

NOW IS THE TIME

To arrange for TELEPHONE SERVICE. If you are planning to re-open your city home within the next two or three months, be sure that the necessary arrangements for TELEPHONE SERVICE are completed before September 30th, 1915, to insure the proper listing in the Fall and Winter issue of the Telephone Directory.

Contracts and orders for new installations, changes or corrections will be taken now and placed on file for future action.



Providence Telephone Co.

Contract Dept.

142 Spring Street

Newport 6000

Savings Bank of Newport, R. I.

INCORPORATED 1819.

At the annual meeting of the corporation of The Savings Bank of Newport, R. I., held Friday, July 16, 1915, the following officers and trustees were elected for the year ensuing, viz:

WM. H. HAMMETT, President, WM. PAINE SHEFFIELD, Vice President.

TRUSTEES:

Albert K. Sherman, William K. Covell, Wm. H. Hammett, Anthony Stewart, Peter King, Wm. P. Buffum, Wm. Paine Sheffield, Wm. P. Carr, Wm. W. Covell, William A. Sherman, Bradford Norman, G. P. Taylor, H. C. Stevens.

At a meeting of the Trustees held on the adjournment of the said annual meeting the following officers were elected for the year ensuing, viz:

Grant P. Taylor, Treasurer, Harry G. Wilks, Asst. Treasurer, William P. Carr, Secretary, Edwin S. Burdick, Bookkeeper, Abner L. Slocum, Clerk, Clark Burdick, Counsel.

William P. Buffum, Auditing Committee, William W. Covell.

Wm. H. Hammett, Albert K. Sherman, Wm. A. Sherman, Wm. P. Carr, Standing Committee, Wm. P. Carr, Secretary.

Chafing Dishes

With an ALCOHOL LAMP

With ELECTRICITY

you must fill the lamp, adjust the wick, strike a match, and be very careful not to spill alcohol on the table top.

you insert the plug and turn the switch. When this is done you can devote all your attention to the escape.

We have the ELECTRIC kind, made by the General Electric Co. Ask us about them today.

BAY STATE STREET RAILWAY COMPANY.

NEWPORT BEACH

SHORE DINNER DAILY

AND

A La Carte Service

DANCING

Afternoons.

Evenings.

The finest and safest surf bathing on the coast.

Band Concerts

BY

New York City Marine Band

11.30 to 1.00. 2.30 to 4.00. 8.30 to 10.00.

R. I. Normal School

Announces the opening of the next term on MONDAY, Sept. 13, at 9 a. m. Entrance examinations Wednesday and Thursday, Sept. 14 and 15, at 9 a. m. All candidates must be graduates of approved high schools and must take entrance examinations.

Students preparing for the September examinations only apply to the Normal School for applications used at the July examinations. The School offers 4 courses of study, as follows:

1. A general course of two and one-half years, which prepares for teaching in the primary and grammar grades of the public schools.

2. A kindergarten-primary course of the same length.

3. A special course of one year for teachers of successful experience.

4. A course for college graduates.

For catalogues or further information apply to the Principals, JOHN L. ALGER, R. I. Normal School, or to WALTER E. RANDELL, Secretary, Trustees, Box 154, Providence.

Probate Court of the City of Newport, August 10th, 1915.

Estate of Mary E. Serguson

REQUEST in writing is made by Patrick H. S. O'Sullivan, of said Newport, a creditor of the estate of Mary E. Serguson, late of said Newport, deceased, intestate, that he, or some other suitable person, may be appointed Administrator of the estate of said deceased, and said request is received and referred to the seventh day of September next, at 10 o'clock a. m., at the Probate Court Room, in said Newport, for consideration, and it is ordered that notice thereof be published for fourteen days, once a week, in the Newport Mercury.

DUNCAN A. HAZARD, Clerk.

S-7-15w

"Meet me at Barney's"

Because it has been rented for a short time we offer for sale at a big reduction a new Jewett upright piano. YOU can't afford to miss this.

BARNEY'S Music Store.

140 Thames Street

STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS.

NEWPORT, SE.

Office of the Clerk of the Superior Court,

Newport, August 7th, A. D. 1915.

WHEREAS Anne G. Smith of the City and County of Newport, in said State, has filed in this office her petition praying for a divorce from the bond of marriage now existing between the said Anne G. Smith and William Smith now in parts to the said Anne G. Smith unknown, and whereas upon said petition, notice to the respondent by publication has been ordered.

NOW THEREFORE notice of the pendency of said petition is hereby given to the said William Smith, that he shall appear if he shall see fit, at the Superior Court, to be holden at the Court House in the said County of Newport, on the third Monday of September, 1915, and then and there respond to said petition.

SYDNEY D. HARVEY, Clerk.

S-7-15w

Commonwealth Hotel

(Incorporated)

Opposite State House, Boston, Mass.



Offers rooms with hot and cold water for \$1.00 per day, which includes free use of public shower bath. Nothing to equal this in New England. Rooms with private bath for \$1.50 per day, rates of two rooms and bath for \$2.00 per day.

ABSOLUTELY FIREPROOF

TEMPERANCE HOUSE

Send for Booklet

STORE F. CRAFTS, Gen. Mgr.

S-7

SITUATION WANTED by gardener. (Pr. rate place.) First class recommendation. Five years in Rhode Island. Age 31, married one child. Absoluter. Twenty years experience. Fruit and flowers, hardy and underclass. Vegetables etc.

Address: W. S. Box 32, Peace Dale R. I.

J. P. Morgan Co. are the financial agents for many of the European nations that are at war. Some of the largest contracts ever made have passed through their hands. Within a week one American concern obtained a single order calling for payment of \$67,000,000, and another has just closed a contract for work to cost \$99,000,000. That Morgan agency has been placing business in United States for the allies at rate of \$100,000,000 a month is not to be doubted, says the N. Y. Times.

First Figure—Are you a pillar of the church?

Second Figure—No, I'm a flying buttress—I support it from the outside.—Yale Record.

GUARDIAN'S NOTICE.

Newport, July 31st, 1915. THE UNDERSIGNED hereby gives notice that she has been appointed by the Probate Court of the City of Newport, Guardian of the person and estate of LOUIS DAVID, otherwise known as LOUIS DAVID, of full age, of said Newport, and has given bond according to law.

All persons having claims against said ward are notified to file the same in the office of the Clerk of said Court within six months from the date of the first advertisement hereof.

7-31-15w MOURIS DAVID.

GUARDIAN'S NOTICE.

Newport, July 21st, 1915. THE UNDERSIGNED hereby gives notice that she has been appointed by the Probate Court of the City of Newport, Guardian of the person and estate of ORBERTUS EMILY THOMAS, minor, of said Newport, and has given bond according to law.

All persons having claims against said ward are notified to file the same in the office of the Clerk of said Court within six months from the date of the first advertisement hereof.

7-21-15w EMILY A. WALDAU.

NEWPORT CASINO

Concerts Every

Sunday Evening

Beginning at 8 o'clock

Admission to the Grounds During the Concert 25c.



Summer Shoes, Dress AND Outing Shoes

12 great variety. Special attention given children's foot wear wants.

THE T. MUMFORD SEABURY CO.,

214 Thames Street.

Tel. 787

NOTICE.

AUTOMOBILISTS

May 1st

Ferryboat Bristol on the line for the season opening up the best route between Newport and Providence via Bristol Ferry and Bristol.

SWEDISH MASSAGE and ELECTRICAL TREATMENT

BY

Graduate Nurse.

HOURS 1 to 4 and by appointment.

Will call at residence.

7-27-15w Mrs. G. PHILLIPS.

7 Tilley Avenue.

Mr. Benjamin A. Langley of this city died very suddenly in Jamestown on Monday afternoon, while returning from a berrying excursion to the northern part of the island, accompanied by his nephew. While resting by the roadside he suddenly collapsed and died instantly. He was 65 years of age, and was a tinsmith by trade, having been employed in a number of the Newport establishments. He is survived by two sons and a daughter, Messrs. Walter and Benjamin A. Langley, Jr., and Mrs. Mary Shea.